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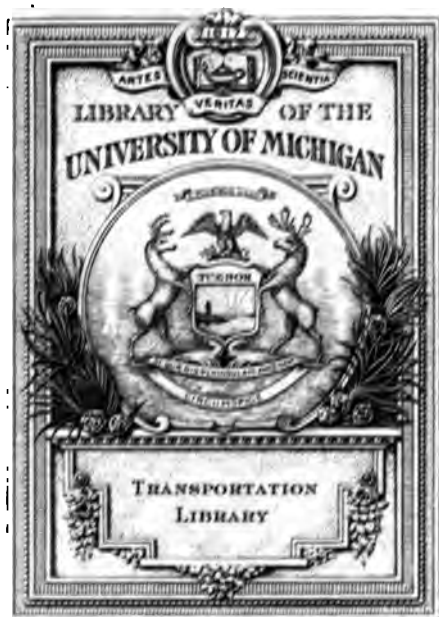
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# **THE ARGENTINE RAILWAY LAW**

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**AS APPLIED TO NATIONAL AND OTHER RAILWAYS**

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**CORRECTED IN ACCORDANCE WITH ALL MODIFICATIONS AND ALTERATIONS**

**UP TO THE**

**31st. DECEMBER 1899**

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**REVISED AND TRANSLATED INTO ENGLISH, WITH ENGLISH**

**EQUIVALENTS IN WEIGHTS AND MEASURES, AND ALPHABETICAL INDEX**

**— BY —**

**EDWARD T. CHRISTIAN**

**PROFESSOR OF LANGUAGES AND PUBLIC TRANSLATOR**

**559 CALLE PIEDAD**



**BUENOS AIRES**

**PRINTED BY WILLIAM KRIEGER, 447 CALLE CORRIENTES**

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## PREFACE.

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*The main object of this little work is that of saving time for busy men. Many men, who know as much, or probably more than the author, have to lose time in explaining to persons, less intelligent than themselves, what THIS or THAT means and what is the equivalent of the REST. This little book is published in the hope that such delays may be avoided.*

*Every article is accompanied by its marginal note, and all these marginal notes are duly indexed in alphabetical order, so that by applying to the Index, every subject can be studied and discussed, without reference to legal authorities, thus curtailing a vast amount of time and trouble.*

*The first and smaller portion of the book is dedicated to the National Railways, a thorough explanation being given between national and general lines, a certain distinction being made between the two classes; nevertheless, as it appears that there is a probability of the remaining National lines being sold to European investors, it may so happen that all the lines of this glorious country may be efficiently worked by able and well-managed funds.*



*Railways are undoubtedly an enormous factor in the development of a naturally rich country, but the management of those railway-lines requires a deal of practical experience.*

*Not wishing to further intrude on the patience of readers, the author has the pleasure of offering to the public this translation of the Argentine Railway Law,*

*Remaining the public's obedient servant,*

**EDWARD T. CHRISTIAN.**

# GENERAL LAW OF NATIONAL RAILWAYS

LAW NUMBER 2873

BUENOS AIRES, 24<sup>TH</sup> NOVEMBER 1891 Home departm

*Seeing that the Senate and Chamber of Deputies of the Argentine Republic, met in Congress etc., the following rules have been declared as*

LAW:

## SECTION I.

### PRELIMINARY RULES.

Article 1st. The construction and working of all the railways of the Republic, as well as the lawful claims connected therewith, will be subject to the rules, established by this Law:

Construction an  
working.

Art. 2nd. To insure the efficiency of this Law, the Railways are classed as National and Provincial.

Division.

Art. 3rd. The National Railways will be classified as follows:

National Railwa

1st. Railways which are the property of the Nation.

2nd. Those that are guaranteed, subsidised or authorized by the Nation.

3rd. Those, which link the Capital to a federal territory, be it one or more provinces or territories; and those that communicate or link one province with another or any point of National territory with a foreign State.

**Provincial Rail-  
ways.**

Art. 4th. Provincial Railways are those, which are authorized and constructed by the Provinces, within the limits of their respective territories.

## SECTION II.

### RULES RELATING TO NATIONAL RAILWAYS.

#### CHAPTER I.

##### THE ROAD AND ITS CONSTRUCTION.

**Duties and or ob-  
ligations of  
Companies.**

Art. 5th. Every Company or Directory of a national railway, is obliged from the moment that the line is open to the public:

**Preservation of the  
Line.**

1st. To preserve the road in such good condition, that the trains may be run without danger, consequently taking care for the immediate repair of any defect that may occur, to remove obstacles, which would impede the regular working of the line, it being understood that the same rule relates also to shops, deposits or other accessories of the line.

- 2nd. To keep the rolling-stock in good condition, so that in quality and quantity it may adequately suffice for the requirements of the line, relative to the ordinary movement, comprehended in communication between the sundry stations or towns, which it connects one with the other, the construction of the road and the rolling-stock being subject to the specification, laid down by the Executive Power in the rules appertaining thereto. Preservation  
of Rolling-stock.
- 3rd. To set up electric telegraphs and keep them in order in the entire extent of the road, for the service thereof. Telegraphs.
- 4th. To light stations and level crossings from sunset up to the arrival of the last train. Lighting of  
stations and level  
crossings.
- 5th. To establish and preserve adequate guards or watchmen on the level crossings. Barrier guards.
- 6th. To insure vigilance and proper management of points and pointsmen in the turns and ramifications of the line. Points.
- 7th. To close the road in such parts of the extent of the line as the Executive may consider expedient. Closing of Roads.
- 8th. To place barriers or cattle-fences in every spot where railways cross roads or public streets on the level. Barriers, cattle  
fences and guards.

These barriers must be closed on the approach of every train, being afterwards opened to admit the general run of traffic.

Traffic in public roads.

9th. To do such necessary work as may enable traffic to be carried on in the streets or public roads, which are crossed by the railway.

Culverts.

10th. To construct culverts and such works as are necessary for the free passage of water from the adjacent lands.

Circulation, Passage of water.

Companies, Undertakings, Syndicates, Administrations.

Art. 6th. Above and beyond the penal responsibilities, attached to the infraction of the foregoing article, the Companies, syndicates or undertakings known generally under the appellation of administrations are bound to do the necessary work to put the line in the conditions, specified in said article, within the time, which the Railway Directory may determine; but, in case of urgency, and when such undertakings fail to comply with the law, as already explained, said Directory will immediately proceed to do the work, at the cost of the respective Company, syndicate, etc.

Examination of rolling-stock.

Art. 7th. No engine, tender or carriage can be offered for public use, until it has been previously inspected and authorized by the Railway Directory.

When any such motor or vehicle has been retired from public service, owing to general repairs or serious detriment, it cannot be again placed in public use, without a fresh inspection and authorization.

Art. 8th. The Railway Directory will inspect, as often as it thinks necessary, all stock, stationary or rolling, which may be employed in the furtherance of railways, and will exclude from public use anything that does not represent the necessary amount of security.

Inspection of Stock.

Art. 9th. In case of non-conformity on the part of the Company, etc., with the judgment of the Inspectors, the decision will be submitted to technical arbitrators, the material in question being prohibited from public use, until a final decision be arrived at.

Technical Arbitrators.

Art. 10th. Whilst conceding the permission accorded in the foregoing articles, the the Railway Directory will establish, as far as possible, an uniformity of class in the permanent way and rolling-stock.

Uniformity of Stock.

Art. 11th. Every undertaking or administration must have in its stations, in its trains and in all the extent of the line, by day and night, from the commencement to the end, of daily movement the number of employes, necessary to carry on the service with regularity and without obstacles or danger of accidents.

Employés.

These employés must be provided with the instructions and means, necessary for the compliance of other obligations.

## CHAPTER II.

### FORMING AND RUNNING OF TRAINS.

Art. 12th. The formation, linking and running of trains will be subjected to the

Forming, running and speed of trains.

rules, which the Executive Power may dictate, in which rules the staff of each train will be specially mentioned, as also the number and class of the component vehicles and the order, in which they are linked; the number and class of brakes; the signals and warnings; the system of communication between driver and employes of the train and passengers; the maximum and minimum speed, which the trains have to hold; the tools and apparatus, which each train must carry, in case of accident; and the system of the lighting of each train.

Tools, Accidents,

Lighting.

Movement and  
time tables.

Art. 13th. The undertakings (Companies, etc.,) must make known to the public, by means of daily newspapers and advertisements in all the stations, the working of the trains and the times of starting and arrival.

Changes in move-  
ment of trains.

The charges that may be made must be made known to the public at least 15 days before being put in force through newspapers and notices exhibited at stations.

Time tables.

The time tables must be arranged with the consent of the Railway Directory, which will intervene for the purpose of assuring the convenience of passengers as well as a satisfactory combination in the train services of the various lines.

Time and speed.

Art. 14th. Trains in motion must adhere to the time and speed, which the Railways Administrations have announced.

If, owing to accidents or to avoid danger the speed or time of trains must be altered,

the guard of the train must justify the fact by drawing up a statement of the circumstances, which must be attested by three passengers at least.

The neglect of this formality will constitute a responsibility on the part of the Railway Administrations for the consequence of such alteration.

Neglect of formality.

Art. 15th. The Railway Directory may authorize in extraordinary cases, the reduction of the term arranged for the publication of the notices alluded to in the foregoing articles.

Changes in publication. Special cases.

### CHAPTER III.

#### OBLIGATION OF RAILWAY MANAGEMENT.

Administration obligations.

Art. 16th. Administrations of Railways, or Directors thereof shall not prevent other railways making a junction with their lines, on a higher or lower level, provided that the works to be effected do not interfere with the regular working of the original line.

Junctions of other Railways.

In case of the junction being made, as also a crossing on the same level, the new undertaking must place a signal-box at the point of intersection, with a signal-man, who shall act under the orders of the original undertaking, and shall signal the trains of both railways, so that collisions and accidents may not occur.

Signal men.

Level crossings of different lines.



Permit of E. P.

In order to admit of one railway crossing another on the same level, the permission of the Executive Power must be obtained, but this permit must not be held to establish a right.

Cart-roads, Canals,  
Artificial Water-  
courses.

Art. 17th. Railway administrations cannot prohibit the crossing of their lines by ordinary cart-roads. Nor may they prevent the construction of canals or artificial water-courses, provided that the works, connected with such object, do not affect the solidity of the railway, nor interrupt in any way the regularity of the train service.

Free passage  
of Post-office em-  
ployés and of-  
ficials.

Art. 18th. Every railway Administration is obliged to carry, free of charge:

1st. The mail-bags of the Post-office.

2nd. The Post-office employé, in charge of the mails. The Director General of the Post-office will decide which ordinary trains shall be made use of for such purpose. The railway Administrations must destine a special compartment in said trains, large enough to contain all the mail-bags.

Government in-  
spectors.

3rd. The officials and employés in charge of the inspection and vigilance of the Railways.

Police inspectors,  
crimes and ac-  
cidents.

4th. The judicial and police representatives whose duty it is to investigate crimes, committed at railway-stations or in trains, or accidents, which have taken place on the line.

Art. 19th. The Executive Power, or such representatives as it may name, have preferential right to transport by rail of military forces and war material, on giving advice to the station-master of any station, two hours previous to the departure of the train, and on payment of half the fare for the transport of troops, in the class of seat they may occupy, and for war material at half the ordinary rate.

Military forces.  
Transport of troops  
and munitions  
of war.

Art. 20th. The Executive Power, or such authorities as it may designate, shall have the right to insist on the despatch of a special train, by giving three hours previous notice and on payment of half the general rate for special trains, according to the capacity of the train demanded.

Special trains for  
Government use.

Art. 21st. In case of civil disturbance or foreign invasion, the Executive Power can take entire control of railways on payment of compensation to the Companies, undertakings, etc., said compensation being based on the average receipts of the line, during the preceding six months.

Civil war, Foreign  
invasion. Gov-  
ernment posses-  
sion and com-  
pensation.

Art. 22nd. Every Railway Administration has to allow the right of use of any of its stations to other Companies, whose lines are connected with its own, the price and conditions of such service to be arranged by the parties concerned.

Use of Stations.

Art. 23rd. When two or more railways, constructed by different undertakings, connect at any point, the carriages and wagons of all these undertakings must be

Mutual use of  
lines.

allowed to pass over the lines, belonging to the others, on payment of toll, and in accordance with conditions established by mutual agreement.

Non agreement or  
discord between  
Companies.

Art. 24th. In the event of agreements not being carried out, as ordained in the foregoing articles, the Railway Directory will fix a period within which they must be concluded, and, on the expiration of such period, the Director will decide what further steps are to be taken, until such time as the question in dispute be settled by arbitrators, who shall be nominated by the Companies interested, before the respective Tribunals.

Arbitrators.

Service of con-  
tiguous lines. Dif-  
ference of gauge.

Art. 25th. Each Railway undertaking must so arrange its train service, both for passengers and goods, so as to fit in with the service of other lines which have direct connection with it, even though such lines be of a different gauge.

Failure of agree-  
ment.

Should the railway Administrations fail to make arrangements for a suitable service, the Railway Directory will name a definite period for such purpose, on the expiration of which, the aforesaid Directory will arrange the service, until such time as all points in question be settled by arbitrators, named by the railway Administrations, before the proper Tribunals.

Arbitration.

#### CHAPTER IV.

##### RELATING TO NATIONAL RAILWAY CONCESSIONS.

National Railway  
concessions.

Art. 26th. Those Companies which construct or work National Railways must be

domiciled legally in the Republic. Their books must be kept in Spanish and bear the rubric or stamp, necessary to fulfil the requirements of the Commercial Code.

Domicile.  
Rubrication.

Art. 27th. Wherever the Directorates or Administrations of National Railways may be situated, a properly accredited representative must be domiciled in the Capital of the Republic, with full powers for all objects of this law, and its respective concessions.

Representative of  
National con-  
cessions.

Full powers.

Art. 28th. Monies spent by Railway Companies outside the Republic will not be recognized as expenses of Direction and Administration.

Funds spent  
abroad.

Art. 29th. National Railway Concessions will be considered as lapsed, unless the contracts relating to them be drawn up within one year, reckoned from date of promulgation of the law, authorizing the concession, and unless work be commenced within the periods fixed by the law concerning concessions or within such deferred periods as may be allowed by the Executive Power as recognised cases of *force majeure*.

Lapse of conces-  
sions.

Art. 30th. The privileges, exemptions from taxation, premiums or subsidies, conceded to National Railway enterprises will likewise be considered to lapse, should total or partial interruption of the service of the line occur for a term of six months, except in cases of *force majeure*, admitted

Privileges,  
exemptions, sub-  
sidies, lapse of—

by the Executive Power, or decided by a competent tribunal.

Government expenditure.

Art. 31st. The expenditure incurred by Government on behalf of guaranteed or subsidised railways, in accordance with the provisions of this law, will be deducted by the Directory of Railways from the first payment of guarantee or subsidy, which falls due.

Government liability.

The Directory of Railways will recover judicially any expenses the Government may incur in the cases referred to, in relation to Railways, which are neither guaranteed nor subsidized.

Guaranteed interest.

Art. 32nd. The liability of Government for guarantee will be discharged by payment to the Companies of the amount requisite to represent the guaranteed interest, reckoning as the net receipts of any line the surplus of gross earnings above and beyond the working expenses, recognised by the Concession contract.

Working expenses in relation to gross earnings.

Special trains.

When the law of concession does not specify what are working expenses, for guarantee purposes, it must be understood that such working expenses represent fifty per cent of the gross earnings.

Working expenses do not include the expense of running special trains, except in such cases where they have been ordered by Government or the public, and also excepting urgent cases, such as those, provided for by the regulations of the Executive Power.

## SECTION III.

### GENERAL RULES FOR ALL RAILWAYS.

#### CHAPTER I.

#### CARRIAGE OF PASSENGERS.

Art. 33rd. The charges for the conveyance of persons and excess of luggage must be advised to the General Directory of National Railways, and the public must be made cognisant thereof, in the manner, stipulated with regard to time-tables. The regulations respecting luggage and the admission and obligations of travellers must likewise be exhibited at all railway stations.

Carriage of Passengers.

Extra luggage.

Obligations of travellers.

Art. 34th. The ticket office of every station must be opened at least thirty minutes before the advertised time of departure of a train. Luggage has to be received up to two minutes before the leaving of a train.

Ticket office.

Luggage 2 minutes

Art. 35th. Every inhabitant of the Republic has the right to make use of railways, which have been opened to public service, as set forth in the law of the country and the railway regulations.

Rights of travellers or inhabitants.

The duty of the railway Companies obliges them to exclude from trains and stations individuals, whose condition might annoy the public, those who carry loaded firearms, and those who refuse to conform to regulations.

Objectionable passengers.

Loaded fire-arms.

|  |   |
|--|---|
| Duty of Companies.                     | In such cases, the Companies must justify their procedure by means of a written document, attested by the signatures of two passengers at least.  |
| Expulsion of objectionable passengers. | Expulsion from a train must be effected at the nearest station, and the baggage or luggage of the expelled individuals must be delivered over to them, the Companies having the right, however, to sequester such persons in a special compartment.   |
| Sequestration.                         |   |
| Right of travelling in same carriage.  | Art. 36th. Each passenger has the right of travelling in the same carriage up to the end of the journey on every line of railway.   |
| Lack of room in carriages.             | Art. 37th. Any traveller, who, from lack of room in the carriages, is obliged to travel in a superior one to the one designated in his ticket, need not pay any excess to the railway for having made use of the higher class.  |
| Devolution of passage money.           | For the same reason, when a passenger has had to occupy a seat of inferior class to that specified in his ticket, the Company is obliged to refund to him, at the end of the journey, the whole amount, paid for said ticket. Should all the seats, corresponding to the class, for which a ticket has been issued, be occupied, so that a passenger is compelled to stand, he has the right to demand that one half the price of his ticket be refunded to him, unless a special arrangement to the contrary has been effected.. |
| Passengers' luggage.                   | Art. 38th. Every passenger has the right to have carried gratuitously, as luggage, pack-  |

ages which do not exceed a total weight of 50 kilos (lbs. 110) and the Railway Company has to issue a "check", which enables him to recover the luggage at point of destination.

Such packages as do not incommode the public may be carried in the passenger coaches.

Art. 39th. The railway Companies are bound to deliver to every passenger, immediately after arrival at destination, all the packages, comprising his luggage. Should any be lost or damaged, compensation must be paid, according to a scale of valuation, to be established in the bye-laws of the railway and based on the nature and value of the packages.

Delivery of luggage.

Scale of valuation.

Art. 40th. The railways will not respond for articles, which passengers take in their own charge. Neither are they responsible for jewels, precious stones, money, bank, government or other securities, nor other other documents of like character, which may be contained in passengers' luggage, handed to the Company for conveyance, unless such articles have been specially and definitely declared.

Valuables, documents, &c., undeclared.

Art. 41st. In each railway station shall be kept a register, to be inspected every month by the Government Inspector, in which passengers can record claims or complaints against the Company and its employes, as also they can in passenger trains.

Registers in stations and trains.

Art. 42nd. In every station, there must be provided a medicine chest, stored with

Medicine chests.



medicines, bandages and other requisites, to serve in case of accidents.

**Explosives in passenger trains.**

Art. 43rd. In trains, which convey passengers, explosive materials are prohibited. This law, however, does not apply to small quantities of gun-powder, carried by sportsmen.

## CHAPTER II.

**Transport of goods.**

### TRANSPORT OF GOODS.

**Tariffs for transport.**

Art. 44th. Railway Administrations must communicate to the Directoy of Railways and publish rates and regulations, adopted for transport of goods, in the same manner as that prescribed for Fares and Bye-laws relating to passengers. Any changes introduced must be publically announced one month prior to coming into operation.

The rates for carriage of passengers and goods must be reasonable and just.

**Register of goods in transit.**

Art. 45th. Railway Administrations must register the order, in which packages arrive for despatch, and issue a consignment note, if the consignor should require it, or else must give an ordinary receipt, specifying the nature of contents and weight of packages, the total amount of freight thereon, and the time, withiu which the transport must be effected.

The despatch of goods must be made in the eame order as received, without preference given to anyone, and transit must be kept up from starting-point to destina-

tion, even in cases where goods have to be conveyed over sundry distinct railways.

Art. 46th. In spite of what is laid down in the foregoing clause, the following articles must have preference of transport, viz:

Preference of transport.

1st. Fruit and provisions for the daily supply of towns served by the Railway.

Fruit and provisions.

2nd. Passengers' luggage and parcels, not exceeding 50 kilos (110 lbs.) in weight.

Parcels and luggage.

3rd. Mail-bags and postal parcels.

Mail-bags.

4th. Articles intended for public service, and for which National or Provincial Governments claim preference of despatch on grounds of urgency.

Articles for public service.

Urgency.

Art. 47th. Each consignor must declare, before despatch, the number, weight, class and description of the goods he has to despatch.

Declaration of cargoes.

Art. 48th. On the arrival at destination of the packages, any mistake made at the despatching station may be rectified; this right is reciprocal between the Railways and the public, and a settlement must be made in the act of delivery of merchandize, for whom and from whom it corresponds and the sum to which the error amounts, questions which may arise, regarding price, weight, insufficiency of packing and condition of merchandise, must be submitted at the time to the decision of the Government Inspector. Should there be no inspector

Errors in freight.

Questions. Insufficiency of packing.

Decision of Inspector.

- at the station and the consignor refuse to await the decision of the Railway Directory, the question must be submitted to the decision of two arbitrators, appointed at the time, one on each side, with power to appoint a third, in case of disagreement, both parties to pay arbitration fees in equal proportions.
- Arbitrators.**
- Uniform rates.** Art. 49th. Rates shall be uniform for all those, who make use of the Railway.
- Reduction of rates.** The Administration, however, may reduce rates in favor of those freighters, who accept a less rapid service than the ordinary one, or of those who bind themselves to forward a minimum number of tons, within a stated time. Such a concession to one or more freighters must apply to all who ask for it under the same conditions, and it must not be done without the previous consent of the Railway Directory.
- Freighters in general.**
- Obligation or responsibilities to freighters.** Art. 50th. The obligations or responsibilities of railway Administrations with respect to freighters, for loss, damage or delay in the despatch or delivery of merchandise, will be regulated by the provisions of the Commercial Code. The rules of the general laws of transport will apply to all undertakings, in cases where no special provision is made in this law.
- Application of General laws**
- Lost property.** Art. 51st. Forgotten articles or goods, left in railway carriages or stations, or found on the line, or those whose owners, consignor or consignees are not known, must be deposited in a lost property office

by the railway Administrations and entered in a special register, the date and place in which they were found being specified, their principal distinctive marks being stated.

Special register for articles strayed,

Art. 52nd. Articles deposited in lost property offices must be announced to the public by means of notices in the stations. Should the owners not appear to claim them, within three months of the posting of such notices, said articles must be sold by public auction, the proceeds thereof being placed at the disposal of the Judge, who has jurisdiction in such matters, and he will order such proceeds to be paid into the State Exchequer, after the deduction of all expenses incurred.

Public auction of strayed articles.

Art. 53rd. Should the articles be of a perishable nature, they must be immediately sold in public auction, previous sanction of the Government Inspector being procured, the proceeds being dealt with in accordance with Article 52.

Articles of perishable nature.

Proceeds.

### CHAPTER III.

#### SERVITUDES TO WHICH RAILWAYS GIVE RISE.

Servitudes.

Art 54th. Owners of lands, adjoining the railway lines must not throw rubbish into nor obstruct the side ditches, nor make use of them as drains, except in such cases where properties have their natural drainage towards the railway.

Owners of lands.

Drainage by side ditches.

Art. 55th. Every person, who is not in

Transit along the line.

|   |   |
|---|---|
| Animals on the line.                      | the employ of the railway, is forbidden to enter or remain thereupon, with the exception of public servants in the execution of their duty. It is also prohibited to drive any class of animals along the railway, which should be crossed only at such spots as are provided for the purpose, the driver, in such cases, to make them leave the railway, on the approach of a train. |
| Ditches, excavations, quarries and mines. | Art. 56th. At less distance than twenty metres from the railway, it is prohibited:—<br>1st. To cut ditches, make excavations, work quarries or mines, and to execute any general works of similar nature, which might be prejudicial to the solidity of the railway.  |
| Straw, thatch.                            | 2nd. To construct buildings with straw, thatch or other inflammable material.   |
| Deposits of combustibles.                 | 3rd: To form enclosures, seed plots, warehouses or deposits of inflammable or combustible articles.   |
| Five metres distance.                     | Art. 57th. It is also forbidden, at less distance than five metres from the railway:— (16 1/2 feet).  |
| Walls and fences.                         | 1st. To open outlets in walls or fences, which give upon the railway, excepting in cases where the railway intersects properties, in which such outlets may be made with the permission of the administrative authority.  |
| Deposits or warehouses=grain.             | 2nd. To make deposits or warehouses   |

for grain, building materials or other articles.

Art. 58th. It is also prohibited:—

Walls, &c., two metres.

1st. To construct walls or make enclosures at less distance than two metres from the railway. (6 ft. 8 in.)

2nd. To plant trees at less distance than twelve metres from the railway. (40 feet.)

Fees, twelve

Art. 59th. The foregoing clauses do not apply to the owners of properties, which open upon public streets, through which a railway passes within the limits of towns or cities.

Properties on public streets.

Art. 60th. If any of the works, specified in the foregoing Articles should exist at less distance than stipulated in said clauses, at the time when a railway is constructed, it may be expropriated on the application of the constructing Company. If expropriation is not effected, no works may be executed beyond those necessary to retain already existing works in the same condition, reconstruction being forbidden, in case of existing structures being destroyed (falling to ruin); but in such case, the railway must indemnify proprietors for damages caused by the servitude imposed.

Expropriation of works already constructed.

Buildings in ruins.

Art. 61st The rules contained in the second article of clause 57 are not applicable to:—

1st. The deposit of non inflammable materials, so long as the height does

not exceed that of the earthworks on which the line is carried.

Articles for cultivation.

2nd. The deposit or temporary accumulation of building materials or articles, destined for cultivation.

Harvest products.

3rd. The storage of harvest products during harvesting. In such cases, the railways must not be held responsible for loss or injury, occasioned by the working of the line, unless it be proved that there has been wilful negligence on its part or that of its agents.

Wilful negligence.

Measurements.

Art. 62nd. The distances specified in the foregoing articles must be measured horizontally from the foot of the slopes of embankments, from the top of the slopes in cuttings, and from the outer edges of side ditches, or if these do not exist, the distances must be measured from a line drawn at a metre and a half (5 feet) from the outer rail of the line.

Infringement or  
Infraction.

Art. 63nd. Without prejudice to the corresponding penalty, those who contravene the preceding articles, will be obliged to restore things to their former state, and to answer for all damages occasioned. If, within the term specified by the judge, before whom complaint is laid, the author of the infringement should not have restored things to their former state, the railway may do so at his expense, having obtained beforehand the sanction of the competent Tribunal.

CHAPTER IV.

DUTIES OF RAILWAY ADMINISTRATIONS.

Art. 64th. Connected Railway Undertakings will be considered as a single undertaking of every purpose, connected with contracts for conveyance, without prejudice to questions of law, which may arise between different companies, with regard to the terms or conditions of agreements among themselves.

Art. 65th. It is the duty of the Railway Administrations to see that all their employés are diligent and capable. The responsibility of the Railways towards passengers and freighters for damages which may arise through negligence on the part of their employés, extends to all acts performed by the latter in the discharge of their duties.

In case of accidents, it is imposed on the Railway authorities to prove that loss or injury was the result of unavoidable circumstances or force majeure.

Art. 66th. Any clauses in railway regulations in consignment notes, or on tickets, introduced for exonerating the railways from liabilities which the laws impose, are null and void.

Art. 67th The Administrations of Railways, which serve the same districts, are

Duties of Administrations.

Connected Railways.

Conditions and terms of agreements.

Diligence and capability of employés.

Loss or injury.

Force majeure.

Proof of nullity of exonerating clauses.

Maintenance of definite rates.



absolutely forbidden to enter into arrangements among themselves for the purpose of maintaining definite rates, or to establish a common fund, in which the proceeds are divisible in fixed proportions, and in the event of such agreements being entered into, every day such arrangements remain in force will be regarded as a separate offence.

Other carrying  
agencies.

Art. 68th. The Railways which arrange their rates without Government intervention, must not, for the purpose of competing with other carrying agencies by land or water, which may be subsequently established, alter them during a period of five years, dating from the commencement of the works, necessary for the establishment of such carrying agencies.

## SECTION IV.

### GOVERNMENT INSPECTION.

#### CHAPTER I.

Government In-  
spection.

#### RAILWAYS OPEN TO TRAFFIC.

Duties of General

Art. 69th. It is the duty of the General Directory of National Railways:—

- 1st. To see that the railway service is conducted in accordance with the present law.

- 2nd. To inspect the National Railways upen to traffic, and insist on compliance with the obligations imposed.
- 3rd. To examine and liquidate the accounts of railways guaranteed or leased by the State, to supervise the management and audit the accounts, with the object of protecting the interests of the Exchequer and secure the fulfilment of the respective contracts, opening a separate account for each Railway.
- 4th. To impose upon the Railways the fines authorized by this law and by the respective regulations in force and make them effective by judicial means. Judges not being allowed to grant appeals against the fines, but only for the purpose of remitting them after payment. Government will not recognize as working expenses of railways the amount of fines paid.
- 5th. To watch over the compliance with the terms of the concessions, appertaining to National railways, open to public service.
- 6th. To observe everything, relating to the working of railways, which are National property.
- 7th. To place before the Executive proposals for the construction of new lines, branch lines and stations, in such localities, where it may
- Directory of National Railways Inspection.
- Examination and liquidation of accounts.
- Imposition of fines.
- Compliance with terms.
- Observation.
- New lines and Extensions.

consider that the better means of communication and the requirements of industry demand further accommodation.

**Opinion on Projects**

8th. To express its opinion, after the report of the Engineers' department, on railway projects to be submitted to the Executive or Congress.

**Submission for approval of Executive.**

9th. To submit for approval of the Executive the regulations, to which the management and working of State railways should be subject, specifying, as far as possible, the duties and attributes of each employé, according to rank, and to state its opinion with regard to regulations, submitted by private companies, in terms of the present law, within such period as will be peremptorily ordered by said Directory.

**Guidance of Inspectors.**

10th. To issue instructions for the guidance of Inspectors of National Railways, already opened to public service.

**National Railway tariffs.**

11th. To submit to the Executive the tariffs, which should be applied on Railways, belonging to the Nation and to give their opinion in such cases where the Executive is entitled to intervene in the arrangement of the rates of Railways, belonging to private Companies.

**Rates of Private Companies.**

12th. To attend to claims which may be made against the National Rail-

**Claims against National Railways.**

way Administrations, in accordance with the present law.

- 13th. To exact from Administrations of Railways, belonging to the Nation and open to public service, the presentation of monthly, quarterly and half-yearly accounts of expenditure and receipts, for their examination and forwarding to the General Accountant with report. Accounts of National Railways.
- 14th. To formulate each year, conjointly with the Department of Engineers, a map of all Railways of the Republic, whether working or in construction, showing their outline, length, gauge, the territories traversed by them, and whether they belong to the Nation, the Provinces, or to private Companies. Maps of all railways.
- 15th. To determine periodically, with the previous approval of the Executive, the rolling stock which each railway should maintain in ordinary use, in relation to the movement of goods and passengers, between the various districts, which it serves. Rolling stock maintenance of.
- 16th. To determine the names of stations on National Railways, preference being given to the names of localities where stations are situated, and to alter names now in use, when they lead to confusion; the Administrations abstaining from the use of names not determined by the General Directory. Names or denominations of stations.

Dismissal of Em-  
ployés.

17th. To insist on Railway Companies dismissing employés, whom it may consider dangerous to the safety of passengers and the preservation of public order.

Arrest of  
delinquents.

18th. To arrest and submit to a competent Tribunal persons, who come under the provisions of Article No. 81, calling in the aid of the public force in urgent cases of necessity.

Information.

Art. 70th. The General Directory is empowered to demand from Railway Administrations all the information it may consider necessary to enable it to discharge its duties and fulfil the objects for which it was created. Consequently it may exact the attendance of witnesses to give evidence, the production of books, papers, contracts, settlements and documents, which relate to the matter under investigation.

Witness in investi-  
gations.

Aggression Com-  
plaints.

Art. 71st. Every person or association, who may consider themselves aggrieved by the acts or omissions of Railway Administrations, in contravention of this law, may submit to the General Directory a brief statement of the facts of the case. The Directory will transmit a report, containing the accusations to the Railway Administration, calling upon it to give satisfaction or reply in writing within a reasonable period, to be fixed by the Directory. If, within the time allowed the railway Administration makes amends for the alleged injury, it will be exempt from further responsibility for that particular transgression. If

the Administration fails to settle the claim within the term fixed or sufficient cause is shown to warrant an investigation, in the manner and by the methods it may consider convenient. No complaint must be rejected on the plea that the party complaining has sustained no direct injury.

Art. 72nd. In every investigation, the Railway Directory must reduce the results to writing and set forth the facts on which conclusions are founded, and the dictates of the General Directory of Railways will hold good in law, unless the contrary be proved. The Dictates of the Directory General must be achieved thereby, and copies given to the party interested.

Injuries Accusations.

Art. 73rd. In every investigation the Directory must set forth clearly and definitely the act or omission which is contrary to law, or the damage or injury, caused by its infringement. A copy must be delivered forthwith to the Railway with notice to suspend and desist from further infringement or to remedy the injury, or both at the same time, within a reasonable term to be determined by the Directory General. If, within the appointed term, it is proved to the satisfaction of the Directory that the infringement has been stopped and the injury remedied, in accordance with its decision or to the satisfaction of the aggrieved party, the circumstances must be recorded, the Railway Administration being relieved from future responsibility on account of said infringement.

Satisfaction. Amends.

Failure to settle. Investigation.

Rejection.

Investigation.

Conclusions.

Dictates.

Archives.

Omission.

Damage.

Injury Remedy.

Responsibility.

|   |  |
|---|--|
| Annual reports.                           | Art. 74th. The Railway Directory will demand from every Railway Administration, in the time and form it may determine, annual reports on the following points:—    |
| Capital.                                  |  |
| Dividend, Reserve fund, Share-holders.    | 1st. The amount of capital issued, paid up and the form of payment.<br>2nd. The dividend paid, the amount of reserve fund, if any, and the number of shareholders. |
| Consolidated and floating debts interest. | 3rd. The consolidated and floating debts and the interest they carry.  |
| Cost and value of assets.                 | 4th. The cost and value of the movable and immovable assets of the Railway.  |
| Employés.                                 | 5th. The number and class of employés and their remuneration.  |
| Improvements method of spending money     | 6th. The sums set aside yearly for improvements, the method of spending this money, and the nature of these advances.  |
| Receipts and expenses.                    | 7th. The receipts and expenses of each department or of any other character.   |
| Profit and loss.                          | 8th. A balance of Profit and Loss.   |
| Report on operations.                     | 9th. A complete report on the Administration and all its operations during the year.   |
| Rates.                                    | 10th. The information, which may be called for by the Directory of Railways, concerning rates and con-   |
| Conditions of transport.                  |  |

ditions of transport, or with reference to agreements with other railways.

Art. 75th. It is likewise compulsory for the railway administrations to reply to all special questions, regarding which the Directory may require information, as well as to fill up all statistical forms, which the Directory may forward for that purpose.

Special questions  
Statistical forms.

Art. 76th. The Directory of Railways, authorized by the Executive, may appoint a period, within which the Railways must adopt a uniform system of accounts.

Period for uniform  
system of ac-  
counts.

## CHAPTER II.

### RAILWAYS IN CONSTRUCTION.

Railways in con-  
struction.

Art. 77th. It appertains to the Department of Public Works:—

Department  
of Public Works

1st. To report upon Railway projects, which may be submitted to Congress or to the Executive Power, and also upon plans, specifications and tenders relating to same.

Projects, Plans,  
Specifications,  
Tenders.

2nd. To submit proposals to the Executive Power for the construction of railways, branch lines and stations in such localities as it considers necessary.

Construction  
Branch lines sta-  
tions.

3rd. To take charge of the inspection of National Railways in construction, and to occupy itself about purchase

Inspection.



of materials for the railways which the Nation may construct at its own cost.

National construction.  
Ditto instructions  
for guidance.

4th. To submit to the Executive Power regulations for the construction of National Railways, and issue instructions for guidance of inspectors of those works.

Map of lines. Con-  
ceded projected  
and working.

5th. To draw out every year, in conjunction with the Directory of National Railways a map of the lines, for which concessions have been granted, those projected and those open for traffic.

Uniformity in ac-  
counts. Expiry  
of period of con-  
struction.

6th. To establish uniformity in the accounts of Railways, constructed for the Nation or under its guarantee or subsidy, and to solicit from the Executive Power at the proper moment, the resolution declaring the period of construction in each case to have expired.

Construction  
capital.

7th. To determine the construction capital of every National Line, according to the plans, specifications and final estimates, and to settle the capital invested in railways constructed for account of the Nation.

### CHAPTER III.

#### FACULTIES OF INSPECTORS.

Requests for in-  
formation

Art. 78th. The Railway Directory and the Public Works Department may reci-

procally call for any reports they may require in the discharge of their duties.

Art. 79th. The Inspectors or the Railway Directory will have free access to the stations, workshops, lines, trains and adjuncts of the National Railway.

Access  
to Inspectors.

## SECTION V.

Penal clauses.

### PENAL CLAUSES.

#### CHAPTER I.

#### OFFENCES AFFECTING THE SAFETY OF THE PUBLIC AND RAILWAY TRAFFIC.

Offences of em-  
ployés.

Art. 80th. Directors, managers, employés, trustees, receivers, lessees, agents and other persons, operating in the name of a Railway undertaking, will be considered guilty of the infringement of this law, whether they act individually or collectively, or whether they induce or consent to anything prohibited or declared unlawful, or omit to comply with the prescriptions of same, and for each infringement they may be punished by arrest, for a period not exceeding one month or by a fine of from one hundred to one thousand dollars.

Prohibitions.  
Illegalities.

Arrest.

Fines.

Art. 81st. Any individual who inten-

|                           |   |
|---------------------------|---|
| Intencional delinquents.  | tionally destroys a barrier at a level crossing or employs other means to delay or obstruct the running of a train, or to cause it to derail, will be punished by arrest from three months to one year.     |
| Punishment.               | If the object, which is intended, be effected, the punishment will be simple imprisonment of from one to three years.   |
| Hard labour.              | If the accident should cause bruises, wounds, or fractures to any person, the penalty may extend to from three to eight years confinement with hard labour.   |
| Extreme penalty.          | If the accident should cause the death of one or more persons, the penalty will not be less than eight years imprisonment, and the tribunals are empowered to punish up to the extreme penalty.             |
| Threats.                  | Art. 82nd. A threat, verbal or written, to commit any of the offences specified in the previous article, when made with the object of causing employés of a Railway to abandon their posts of duty, will be |
| Arrest.                   | punished by arrest, extending from one to   |
| Fine.                     | six months, or by a fine of fifty to one hundred dollars.   |
| Imprudence.               | Art. 83rd. Every individual, who through  |
| Neglect.                  | imprudence, neglect or inobservance of re-  |
| Inobservance.             | gulations, may involuntarily cause an acci-   |
|                           | dent, from which may result injuries to   |
|                           | one or more persons, will be punished by  |
|                           | arrest of from one month to one year, or  |
|                           | by a fine of one hundred to one thousand  |
|                           | dollars, without prejudice to the liability   |
| Compensation for damages. | of compensation for damages.  |

If the accident results in the death of one or more persons, the penalty will be imprisonment for from one to five years.

Imprisonmen  
without optio

If the person causing the accident be a Railway employé, the Railway Administration will be made responsible for the damages and loss caused thereby, in accordance with Article 65.

Employés caus  
accidents.

Art. 84th. Enginemen, mechanics, conductors or guards of trains and other employés, who abandon their posts, or are found intoxicated during their working hours, will be punished by arrest of from one month to one year, or by a fine of one hundred to one thousand dollars.

Abandonment  
posts.

Intoxication

If, in consequence of the abandonment of their posts from intoxication, accidents happen, which cause death or injury to any person, the penalty will be, in the first case, from three to eight years imprisonment with hard labour, and in the second case, from one to three years imprisonment only, without prejudice to the liability for compensation, which the Railway Administration is obliged to pay.

Imprisonment  
3 to 8 years

1 to 3 years

Liability  
of Administrat

If the desertion or intoxication be made with criminal intent, the culprit will be punished in accordance with Article 82, with an addition of one third more, when the case is not one for the application of the extreme penalty.

Criminal intent

Art. 85th. Every one, who wilfully cuts telegraph wires, destined for the service of a railway, or who pulls down or destroys

Cutting telegraph  
wires.

|  |  |
|--|--|
| Interruption of telegraphic communication. | telegraph posts, or is guilty of any other act tending to interrupt telegraphic communication, will be punished by arrest of from two months to a year. If accidents to trains should result from the act, the penalty will be from one to three years simple imprisonment. If death or injury of any person should result from such accidents, the penalty will be from three to ten years imprisonment with hard labour. |
| One to three years imprisonment.           |  |
| 3 to 10 years hard labour.                 |  |

|                                     |   |
|-------------------------------------|---|
| Attack or resistance with violence. | Art. 86th. Every attack or resistance with violence, perpetrated on the agents or employés of Railways, when in the execution of their duty, will be punished with arrest of from fifteen days to three months or by fine of from fifty to three hundred dollars. |
| 15 days to 3 months.                |   |

|                                     |   |
|-------------------------------------|---|
| Offences in running trains.         | Art. 87th. If any offence be committed in a train while running, the guard of the train must take the necessary measures to secure the delinquent, who must be placed at the disposal of the judicial authority at the next station, together with a statement in detail of the criminal act, and a declaration of the persons who witnessed it. In the fulfilment of this duty, the guard will have the faculties and authority accorded to police agents. |
| Witnesses thereof.                  |   |
| Faculties and authorities of guard. |   |

|   |  |
|---|--|
| Station masters, guards and other employés. | Art. 88th. Station masters, guards of trains and other employés, whose duty it is to keep watch over the traffic, may call for the assistance of the public and that of individuals for the purpose of giving effect to the regulations, relating to |
| Appeal for assistance of public.            |  |

the aforesaid security, and also for the purpose of arresting delinquents.

Art. 89th. Infringement of the present law, committed with criminal intent, and for which no special penalty is prescribed, will be punished by the tribunals with simple arrest for a term of from one to six months or a fine of from fifty to one thousand dollars, on the evidence of inspectors, passengers or the Railway authorities, or at the instance of the Fiscal Ministry.

Criminal intent.

Evidence against malefactores or criminals.

Art. 90th. The police force for maintenance of law and order will be governed by a special set of regulations to be drawn up by the Railway authorities and approved by the National or Provincial Executive.

Police force.

Maintenance of law and order.

## CHAPTER II.

### OFFENCES COMMITTED BY RAILWAY ADMINISTRATIONS.

Offences of Administrations.

Art. 91st. Railway Administrations are responsible for acts or omissions, which are contrary to the present law and the reglamentary decrees based thereon and are not at liberty to shift their liability on to their employés.

Responsability and liability.

Art. 92nd. Every infraction of the law and decrees, committed by Railway Administrations, will be punished by fines of

Infraction of law and decrees.

Delay in compliance.

from five hundred to ten thousand dollars, and each day, which is allowed to transpire after receipt of an order from the Government Inspection, during which Railway Administrations shall fail to comply with the law will be considered as constituting a separate offence.

Second offence.

Art. 93rd. In case of a second offence, the fines authorized by the foregoing Article will be doubled.

## SECTION VI.

### MISCELLANEOUS REGULATIONS.

Neglect or inattention.

Art. 94th. The Executive will impose fines of one hundred to a thousand dollars as penalty for infringement of regulations, which it may decree or approve, especially such as involve neglect or inattention on the part of Railway Administrations and their employés towards passengers and freighters.

School for drivers and firemen.

Art. 95th. The amount of fines imposed on National Railway Administrations in accordance with this law will be applied to the formation of a special fund for the establishment and support of a school of engine-drivers and firemen.

Guarantee.

Art. 96th. Every account for guarantee, due from the National Government, must be presented to the General Directory of

Railways for submission to the Minister of the Interior, together with a summary of the operations which the Directory is required to perform, in accordance with Article 69th, clause 3rd.

Summary of operations.

Art. 97th. Railway employés engaged at stations or on trains, and all those whose duties necessarily bring them into connection with the public and the authorities, must be able to speak Spanish.

Spanish speaking.

Art. 98th. When a Railway passes over navigable rivers, it must be so constructed as not to impede navigation.

Crossing rivers, watercourses and channels.

If it passes over unnavigable rivers, watercourses or irrigation channels, the works must be so carried out as not to interfere with the use of the waters.

Art. 99th. The Railway Law, dated September 18<sup>th</sup> 1872, and all regulations contrary to the present law, are hereby annulled.

Cancelment of former laws.

Art. 100th. Notwithstanding the provisions of article 99, existing orders in relation to the formation and march of trains will remain in force, until such time as the Executive shall issue the necessary regulations, which give effect to the portion of the present law relating thereto.

Formation and march of trains.

Art. 101st. Until such time as a special law be enacted with reference to conveyance by water, the present law shall apply to such conveyance, whenever suitable.

Conveyance by water.



Communication to Executive.      Art. 102nd. Let all this be communicated to the Executive Power.

Promulgation.      *Given in the Chamber of Sessions of the Argentine Congress in Buenos Aires, underdate November the eighteenth, one thousand eight hundred and ninety one.*

NOTE. — The date annexed to the number of the Law is the date of its promulgation.

(Signed)

MIGUEL M. NOGUÉS. BENJAMIN ZORRILLA.

(Signed)

*Benigno Ocampo,      Uladislao S. Frías,*  
Secretary of the Senate.      Secretary of Chamber of Deputies.

**THEREFORE:**

Let it be considered as the Law of the Nation, comply, communicate, publish and enter in the National Register.

(Sd:) PELLEGRINI.

(Sd:) JOSÉ V. ZAPATA.

Buenos Aires, 10th September 1894.

Having examined the project of regulations prepared by the Directory of Railways for the working of the National Railways;

Decree  
of September 1894.

Bearing in mind that its adoption will fill a long felt necessity by the development of Railway undertakings;

Considering that it tends to unite the relations between the public and the undertakings as well as these latter one with the other, in accordance with the regulations of the General Railway Law which it governs and explains sufficiently;

And in accordance with what is expressed by the Solicitor of the Treasury in his summary page ninety-eight and by the Department of Public Works in its report of page 99;

*The President of the Republic—*

#### DECREES:

Art. 1st. Approve the annexed General Regulation of Railways which this act entitles,

Art. 2nd. All the undertakings of National Railways are obliged to observe these rules from the 1<sup>st</sup>. of October next.

Art. 3rd. The Directory of Railways will publish as soon as possible an edition of the said Regulations and the number of copies it may think necessary,

Art. 4th. The date arranged for this Regulation to become law does not impede the immediate working of the decree of this day's date, as regards the time accorded to the undertakings for transport of cargo and packages.

Art. 5th. Communicate, publish and enter in the National Register.

(Signed) SAENZ PEÑA.

(Signed) MANUEL QUINTANA.

# RULES AND REGULATIONS

FOR

## RAILWAYS IN GENERAL

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### SECTION I.

#### OBLIGATIONS OF ADMINISTRATIONS.

- Chapter I. STAFF OF EMPLOYÉS.
- » II. FORMATION AND RUNNING OF TRAINS.
- » III. SIGNALS.

### SECTION II.

#### PUBLIC SERVICE.

- Chapter IV. PASSENGERS.
- » V. LUGGAGE AND PARCELS.
- » VI. GOODS IN GENERAL.
- » VII. DANGEROUS GOODS.
- » VIII. LIVE STOCK.
- » IX. CORPSES.

### SECTION III.

#### GENERAL RULES.

- Chapter X. PENAL CLAUSES.



## SECTION I.

### OBLIGATIONS OF ADMINISTATIONS.

#### CHAPTER I.

##### STAFF OF EMPLOYÉS.

Art. 1st. Every Railway Administration shall maintain at stations, in trains, and throughout the entire Railway, by day and night, from the commencement of the daily movement to it's termination, the number of employés requisite to ensure the service being carried on with regularity and without interruption or danger of accidents.

Efficient Staff.

Art. 2nd. It is the duty of the Railway Administrations to see that all their employés are diligent and capable. The responsibility of all Railways towards passengers and freighters for damages, which may be the result of negligence on the part of their employés, extends to all acts, performed by said employés in the discharge of their duties.

Diligence and capability.

Responsibility for acts of employés.

Art. 3rd. The employés of the Railways, who are engaged at stations or on trains and all those whose duties bring them necessarily in communication with

Necessity of speaking Spanish.

the public and the authorities must be able to speak Spanish.

**Knowledge of new rules.**

Art. 4th. Every employé, before entering into service must acquaint himself with all the modifications introduced into the regulations, time tables and other introductions, because the lack of knowledge of such innovations and the reference to rules no longer in force, will not be considered as an excuse.

**Responsibility of heads of departments.**

Heads of departments will be obliged to make sure that those under them are acquainted and aware of the rules and instructions in use at the time, because, if this be not observed, a portion of the responsibility will fall on them:

**Uniform.**

Art. 5th. During the time that lesser employés, who are brought into connection with the public, remain on duty, they must wear a uniform, and the others must prove their authorization to act by some document or distinctive sign.

**Distinctive sign.**

**Policial and public aid.**

Art. 6th. Station masters, employés on trains and other members of the staff, who have to look after the working of railway traffic, may call for the assistance of the police or of individuals for the purpose of giving effect to the rules relating to such security, as well as for the purpose of arresting delinquents.

**Travelling Inspector.**

Art. 7th. Every train in movement must have an inspector or chief man, who will issue orders to all employés, concerned in the

service of said train, including driver and stoker.

Whilst trains are still in the stations they shall be under the control of the respective station masters, who will be responsible, meanwhile, for whatever may occur on the spot.

Responsibility of  
station masters.

Art. 8th. If any offence be committed in a train whilst in movement, the guard or inspector must take the necessary steps to secure the person of the delinquent, who must be placed at the disposal of the judicial authorities at the next station, accompanied by a detailed statement of the offence committed, and a declaration from the persons who witnessed it. In fulfilment of this duty, the employé in charge of the train will be invested with the same prerogatives and authority as those conceded to the police.

Authority and  
prerogatives con-  
ceded to Inspectors  
and Guards of  
trains.

Art. 9th. Controversies, which may arise in stations, between the public and the employés, respecting reciprocal duties and obligations, shall be decided by the station-masters, and those, which occur in trains in motion, by the employé in charge of the train. When a National Inspector is present, the case in question shall be referred to him.

Controversies in  
stations and trains  
in motion.

National Inspector.

Art. 10th. Guards, drivers or other employés, who desert their posts, or are found to be intoxicated during their working hours, will be subject to the penalties, imposed in article 84 of the General Law of Railways.

Desertion or in-  
toxication.



Supervision of In-  
spectors and  
Guards.

Art. 11th. Train inspectors or guards shall have under their supervision the security, police authority and vigilance of same, as well as the transport service and the observance of the regulations appertaining thereto.

Brakes-men.

Art. 12th. Brakes-men must always remain near the brakes, ready to handle them at the first signal and must not abandon them, except to comply with some order from the employé in charge of the train, returning immediately afterwards to their posts.

In trains, which are not provided with automatic brakes, there must always be, in the last vehicle, one employé at least, whilst the train is in motion.

Watches for guards  
and drivers.

Art. 13th. Every guard and driver must be provided with a watch, set to the railway time, with the time-tables of the trains and other accessories, necessary for the regularity and security of the trains.

Driver and stoker.

Art. 14th. The driver and stoker cannot absent themselves at the same time, it being obligatory for one of the two to remain on guard on the engine.

Officials on trains  
in service.

Art. 15th. On the locomotives in train service only the National Inspectors of Railways and the personal staff on duty can travel and these with special authority from the chief of the Administration: but, in no case can more than five persons be allowed, including those working the engine itself.

Exception will be made in case of accidents or succor.

Art. 16th. The locomotives shall be driven solely by persons appointed by the undertaking, after they have proved their capability, according to regulations published to that effect. Capable drivers.

Art. 17th. Every stoker must at least know how to drive an engine, in case of necessity. Stokers as drivers.

Stokers, who are proved capable of driving an engine, will hold a corresponding certificate; but they must not do so, except in the stations and in exceptional cases, accompanied by an attendant to manage the brake.

Art. 18th. The time of continuous service, including stoppages, must not exceed the following table for any train employé, except in cases of delay or insurmountable obstacles (*force majeure*): Continuous service of employés. Hours of service.

|    |       |    |          |         |
|----|-------|----|----------|---------|
| 10 | hours | in | rapid    | trains  |
| 12 | »     | »  | ordinary | trains  |
| 15 | »     | »  | goods    | trains. |

Art. 19th. In retiring a train on the termination of the ordinary journey, the necessary employés shall remain at their posts, so as to comply with the regulation, respecting security of trains. Train employés in stations.

The lights must be burning, and the regulation signals must be made in stations still on service; in the others the driver must proceed with great precaution. Lights and signals.

Arrangement of  
points after con-  
clusion of service.

Art. 20th. When the last train has passed and the service of the day is finished, the points must be turned in all the stations to suit the main line.

Derailment:  
duties of driver and  
guard.

Art. 21st. In cases of derailing, the driver must at once commence the necessary operations to place on the rails the portion of the train, which has left the metals, and the train-guard must, with the greatest promptitude possible, take the necessary steps to protect same.

Movement of  
trucks.

Art. 22nd. Station masters must advise to the next station the movement of trucks, whenever it is possible.

Facilities to  
National Inspector.

Art. 23rd. The employés of Companies are obliged to afford all the information, asked for by the National Inspector, the Companies facilitating the performance of the duties of the latter by all the means in their power.

## CHAPTER II.

### FORMATION AND RUNNING OF TRAINS.

Formation  
and working of  
trains.

Art. 24th. Every train conveying passengers must be composed of a sufficient number of carriages of each class, deposits being kept at various parts of the line, so that the trains may be enlarged to suit the number of passengers, wishing to enter, thus aiding public service.

Passenger trains.

The rolling stock in use must be in a good state of preservation.

Rolling stock.

Art. 25th. Companies or Undertakings shall be obliged to have, at points of the line which the public service may demand, reserve or auxiliary engines, ready to render assistance.

Reserve engines.

Art. 26th. It is absolutely prohibited to leave unattached waggons or trucks on the main line either inside or outside of the stations.

Unattached waggons.

When, for the purpose of loading or discharging materials, or for whatever other reason it may be necessary to stop a train on said main line, the necessary warning signals must be shown at the distance fixed by the rules.

Danger signals.

Art. 27th. In order to prevent waggons, which are stationed on the sidings, getting in motion from the action of the wind or other causes, station-masters must see that the points of such sidings are closed during the night and even the day, whenever considered necessary. The sidings which have auxiliaries are exempt from this rule, and may be kept in their normal state.

Waggons or trucks in sidings.

Art. 28th. At the head of a train, conveying passengers and following the tender, there must always be placed as many waggons, without passengers as there are locomotives drawing the train.

Composition or coupling of trains, when drawn by more than one locomotive, mixed, goods, with inflammable materials.

In mixed trains, the passenger carriages must be coupled behind. At the end of

each train, which has not a continuous brake, there must be a van without passengers, with brake and brakes-men, and when there is no cargo for this van, it must be loaded with ballast up to two tons weight.

**Goods trains.** The general order of coupling of the component vehicles of a goods train will be as follows:

**Damaged waggons, chemicals, inflammable materials.** 1st. The locomotive without fires lit, in front.  
2nd. Damaged waggons and waggons, containing chemicals and inflammable materials, at the end of the train.

3rd. Other waggons may be coupled as best suits the traffic arrangements of each Company.

**Explosive materials.** Art. 29th. In passenger trains, the transport of such articles, as are enumerated in Article 28, clause 2, is prohibited.

**Military trains.** This regulation, however, does not apply to small quantities of gun powder, carried by sportsmen, nor to military trains which convey the ammunition of the troops.

**Beams, logs, &c., in passenger trains.** In passenger trains, there must not be included trucks loaded with large objects like logs, beams or cargo, which might get loose and fall over the line, nor can damaged waggons be admitted.

**When there are no goods trains.** When there are no goods trains, the articles expressed in Article 28, clause 2, may be conveyed in mixed trains, but in

waggon, which must be coupled at the end of the train, before the last van, one goods waggon at least preceeding them.

Art. 30th. In goods trains, it would be better to couple waggons loaded with dynamite, powder or other explosives in the middle portion of the train, placing before and after them at least three waggons, which do not contain explosive or inflammable matter. In those waggons which carry explosives, brakes must not be used.

Nitro-glicerine must not be carried by the Railways.

Art. 31st. Long pieces, which, on account of their dimensions require to be loaded on two waggons, may only be carried, when they are provided with apparatus of a rotatory class and joined one to the other with rigid couplings.

Art. 32nd. The greatest care must be taken always in having the waggons well coupled, so that the coupling chains be as short as possible, to avoid shaking and their being broken, when the train is put in motion.

The couplings and buffers of the rolling stock of all the Railways of the same gange, must fit one to the other, and be of the class which the Executive Power may determine.

Art. 33rd. Every train must be drawn by one engine, except in cases where delays or damage have occurred, or in steep inclines or the case of extraordinary influx

Explosives in  
goods trains.

Explosives :  
coupling of wag-  
gons containing  
them.

Nitro-glicerine.

Long pieces.

Two waggons.

Rigid couplings.

Couplings, coupling  
chains and buffers.

One engine.

Use of  
two engines.

of passengers, exceptional state of atmosphere, or other serious circumstances, in which another one may be used.

In no instance may more than two engines be used.

Placing of engines.

The engines shall always be placed at the head of the trains, and with the funnel ahead, when they have a tender, except in those cases, provided for in article 54.

Maximum speed  
of 30 kilometres.

This rule may only be changed in order to facilitate movements indispensable to the proximity and within the stations or in case of aid being needed, when no greater speed than 30 kilometres shall be run.

Loading  
and delivery of  
waggons between  
separate Companies

Art. 34th. Every waggon loaded by one Company with destination for another must be placed on the junction or ordinary traffic line by the engine and employés of the loading Company, and drawn from there by the receiving one up to the station for which it is destined, if it is outside same, always provided that special arrangements have not been agreed upon between the Companies.

Duties of separate  
Companies in  
junctions.

Art. 35th. When, in order to arrive at it's destination, a vehicle has to pass over one or more lines of transit, each one of said lines must receive and deliver the waggons in their respective junctions, moving them with their own means of traction, and under their own responsibility, while said waggons remain on their line.

Traction and res-  
ponsibility.

Art. 36th. The greasing of the vehicles shall be for account of the Company, which is doing the traction, but it being understood that every Company must hand over the vehicles into the respective junctions, duly greased and with grease-boxes full.

Greasing.

Art. 37th. Every locomotive which draws a train, must be provided with a cow-catcher.

Cow-catchers.

The number of axles of every train which conveys passengers shall not exceed 70, without counting those of the engine itself and 200 in goods trains.

In trains in which there are empty axles, three empty ones will be considered as two loaded.

Art. 38th. When a stationary train is not coupled to it's engine, the necessary number of brakes must be put on.

Stationary trains.  
Brake.

Art. 39th. Ten minutes before the hour stated for the arrival of a train, the line, on which it is running, must be left open, and all shunting operations must cease, excepting in the stations, which have signals or safety apparatus to protect the movement of trains.

Open-line.

Signals.

Art. 40th. Shuntings must be made always with the greatest care, flying shunts being totally prohibited. It is also prohibited to push waggons which are not coupled on to the engine in the following cases:

Shuntings.

1st. When the waggons are on gra-

Gradients.



dients of more than two and a half in 1000 or when by such impulsion they may arrive at such gradients or at level crossings, which are not closed by barriers in populated neighbourhoods.

|                                      |  |
|--------------------------------------|--|
| Explosives.                          | 2nd. When the waggons are loaded with explosive materials.   |
| Passengers.                          | 3rd. When there are passengers in the carriages.   |
| Live animals.                        | 4th. When waggons are loaded with live animals.  |
| Waggons under repair or loading.     | 5th. When the impelled waggons might collide with others under repair, or when these latter are loading or discharging.  |
| Rain or fog.                         | 6th. At night, during heavy rain or fog.   |
| Strong wind.                         | 7th. When there is a strong wind blowing in the direction in which they are driven.  |
| Cargo transport in passenger trains. | Art. 41st. The transport of cargo in passenger trains can only be effected under the following circumstances:  |
| Delay or loss of time.               | 1st. That the operations connected with loading or discharging do not occasion loss of time, so that it would not be possible to regain time to the next station, without exceeding the maximum speed allowed. |
| Maximum speed.                       |  |
| Quality of cargo.                    | 2nd. That the cargo, as regards qua-   |

lity, do not molest or endanger the passengers.

Art. 42nd. No train can leave a station without the consent of the station-master, nor before the hour announced in the time-table, and on its passage the speed and course, already arranged by the Company, must be adhered to.

Trains leaving  
stations.

Speed and course.

Excepting in cases of unsurmountable difficulties (*force majeure*) or special orders from the Administration, as ordained in Article 14 of the Railway Law, trains may only stop in the stations and localities, authorized for public service.

Stoppage of trains.

If, on account of accidents, *force majeure*, or to avoid danger, the time-table has to be altered for the moment, and delay be caused, such delay must be accounted for by means of a declaration, when the delay exceeds 20 minutes in local trains or 60 minutes in ordinary trains. This declaration must be signed by three passengers at least and by as many more as requested to do so.

Unexpected change  
in time-table.

Delay.

Declaration.

Witnesses.

Art. 43rd. When a train has left a station and another arrives, with the same destination or direction, the latter shall not be permitted to leave until ten minutes after the departure of the former. This time may be reduced under the following circumstances:

Two trains in the  
same direction.

Interval.

1st. When the second train has less speed, than the first, or the second

Comparisons of  
speed.

be a goods and the first a passenger train.

Separate routes.

2nd. When, at short distance from the station they have left, both trains take separate routes.

Block system.

3rd. When the line is protected by the Block system.

One train after another.

Art. 44th. In despatching one train after another, the station-master of the station, which the second train is leaving, must give to the employé in charge of said train a precautionary note, in which advice is given that there is a train ahead, and said employé must deliver the note to the driver.

Precautionary note for driver.

1000 metres distance between trains.

The second train cannot approach the first at less distance than 1000 metres, (1100 yards) and if, owing to the exceptional conditions or formation of the line, it is impossible to distinguish the train in front, it must proceed at reduced speed, so as to be able to stop at any moment that may be necessary.

Reduced speed.

Delay in trains in combination.

If the weather be not clear, the station-master shall not despatch the train, before receiving telegraphic advice of the arrival of the first one at the next station.

Aid in case of very slow progression.

If the first train is going very slowly, the driver of the second one must approach it with the greatest precaution, in order to lend aid, in case of necessity.

Despatch of special trains.

Art. 45th. In no case, shall a special train be despatched, the route of which

it has not been possible to announce, unless the first crossing of trains be assured.

Every communication giving instructions to this effect must be made in writing.

Instructions in writing.

Art. 46th. In the event of trains being behind time the crossing of one with the other may be effected in stations, other than those set down in the acknowledged working tables, so as not to upset the normal times of other trains and to regulate as far as possible that of those, which are late, but, always with the express condition that the train, which is behind-hand shall not receive despatch for the next station, except when it can get there with five minutes previous notice, and excepting also sections of the line, which are provided with the Block system.

Trains behind time.

Block system.

Art. 47th. In the general traffic of trains, preference will be given to the most rapid passenger trains over the ordinary ones; these latter above the *specials*; the *specials* above the *goods* trains and these last above those for line-labourers.

Preference in class of trains.

Art. 48th. Every train, which may have asked for an auxiliary locomotive, must wait for its arrival, although it may be in a fit state to go on, before the other comes. Exception may be made to this rule, when by daylight, the formation of the land allows of the line being in clear possession for at least two kilometres (2200 yards) ahead.

Auxiliary locomotive asked for.

Two kilometres clear ahead.

Art. 49th. If, when a train is in mo-

Partial division of

trains in motion. tion, a portion of it's vehicles get loose from the rest, the guards in the detached portion, must immediately apply the brakes, and those of the other part of the train must endeavour to advise the driver of what has happened.

Once the detached portion has been stopped, it must be protected by danger signals in front and behind.

Register of delays  
of trains.

Art. 50th. Companies and undertakings shall keep a register of the delays of trains in the form which may be prescribed and will present it to the National Inspection Office, when asked to do so.

Notice of delays  
to the public.

In cases when a delay has been more than 10 minutes in a local train and half an hour in the general ones, the station-masters shall place in some visible part of the stations a notice announcing the delay to the public and the cause thereof.

Failures in combi-  
nation.

Art. 50th A. In case of failure of a combination of trains, Companies must convey to their destination the passengers, who have through tickets, as well as the employé carrying the mail-bags, in accordance with the following rules:

Combination  
Trains.

One hour to wait.

1st. Every Ordinary Train, which has to convey passengers from a combination train, which is behind time must wait for the latter ONE HOUR, provided no admonitory advice has been given to the effect that the former will arrive still more behind time, Once one hour has passed,

Delays in combi-  
nation.

the train may start for its destination, thus explaining circumstances and justifying its procedure in writing, according to what is prescribed in Article 14 of the 42nd law of this General Regulation.

Written justification.

2nd. When the combination service with a train, which is behind time, is being carried on by a LOCAL TRAIN, *of which the starting time precedes by more than an hour that of the other train*, be it ordinary or local, in the route table of which is shown the destination of the local combination train, the latter must await the arrival of the train, which is late, for TWENTY MINUTES provided that no previous advice has been given that the latter will arrive still more behind time.

Do. do.

20 Minutes.

Previous advice of delay.

3rd. When a passenger train, with passengers for the combination one, is from any reason delayed, so that it could not arrive at the junction BEFORE ONE HOUR or TWENTY MINUTES, according to circumstances, after the hour announced in the time-table for the departure of the OTHER TRAIN in combination with it, the Company, to whom the former appertains, must advise the latter to that effect, so that this latter need not wait uselessly, during the regulation time prescribed in clauses 1st and 2nd, as circumstan-

Combination trains

Due advice.

Sleeping-cars in  
combination trains.

Saloons.

Different gauges.

Formation of a  
special train.

ces may render necessary. At the proper time and with all possible notice, when once a delay has occurred, which may last more than an hour, the Company of the train, which is behindhand shall request from the Company in combination with same that an engine be prepared to form a special train with carriages to convey combination passengers and vans for luggage and mails, duly observing the rule laid down in article 158 with respect to sleeping-cars. As regards the saloon-cars, they can be added to the special train in such quantities or proportion as there are 1st and 2nd class passengers with combination tickets.

4th. In the event of different gauges of line between the two Companies in combination, or for whatever other cause, it should be found impossible to take charge of the carriages, waggons or vehicles of the trains, which is behind time, the Company or undertaking, to which the delayed train belongs, will order from the combination line, by giving the notice described in the 3rd clause, the formation of a SPECIAL TRAIN, with a sufficient number of sleeping-cars, vans, &c., so as to convey, with every accommodation, the combination passengers with their luggage, as also the mails.

- 5th. If the whole of the combination passengers, both of 1st and 2nd class, consent to wait in the junction station for the regular train, which follows that of the erring combination one, the Company, to which said train belongs, will be exempt from the obligation of having the special train formed, which is described in the preceding rules.

General consent of  
passengers.

Exemption

The consent indicated must be made effective in writing, and with the signature of the employé in charge of the train and of all passengers, who know how to sign their names, in a book drawn out in duplicate style, and called LIBRO DE ACTAS DE COMBINACION (Book recording combination service) the form of which will be compiled by the General Directory of Railways, and a copy of which every combination train must carry, note being made in same of the number of the train, the date and cause of the delay, name and direction or residence of each passenger, number of ticket, and specifying the station of destination and departure.

Book recording  
combination service.

Form of combination book.

- 6th. The consent mentioned in the former clause, must be applied for, as soon as the accident, causing the delay, has been realized, so that, should not all the passengers, with combination tickets, be able to present themselves, there may be suffi-

Application for  
consent of passengers.



cient time to compile the order, referred to in the first clause.

Combination between three or more lines.

7th. When the combination takes place *between three or more lines* and the delay commences at the first one, the others shall await the arrival of the train, which is behind time, subject to the rule, established in the 1st and 2nd clauses. Furthermore, when the combination line, adjoining that, in which a train has been delayed, receives from the latter the order to prepare a locomotive or special train, this last named Company shall advise in its turn the next combination line with all possible despatch, this other, in its respective turn, communicating the notice to the following one, the same routine being carried out, until the passengers, &c., of the first line arrive, through the last line, at their destination.

Conveyance up to last line of combination.

Expenses of special trains.

8th. The expenses, which may accrue from the coupling and preparation of the special train already described, as also of its running, will be for account of the Company or Undertaking, which has ordered it. This latter, in its turn, will collect the account with its own expenses added thereto, from the Company from which it has received the order to prepare such special train, and so on in succession, so that the whole

Payment of expenses of special trains.



The delay, which has occurred, may be recovered by reducing the time of stoppage in stations to that which is necessary for despatching traffic.

- Steam brakes. Art. 52. It is not permitted to stop trains with steam brakes, except in cases of immediate danger.
- Safety chains. Art. 53. All trains, without exception, must be run with their safety chains coupled,  
This coupling shall be so effected that in passing curves of smaller radius the traction shall be effected only on the central coupling of the vehicles.
- Central couplings.
- Impulsion from behind. Art. 54. It is prohibited to move trains with only one locomotive pushing them behind, excepting in case of the shunting of labour trains in the stations, and in case of accident or special authorization of the National Inspector; in such cases, the speed must not exceed 20 kilometres (about  $13\frac{1}{2}$  miles) per hour.
- Shunting speed.
- Two engines. Art. 55. It will only be allowed to draw trains with one engine and at the same time propel them with another, when there are steep gradients in the line or in the stations to set them in motion.
- Drawing and propelling.
- Propelling engines. It must never be allowed to employ more than one locomotive to propel trains and the engine that does so must not be coupled on.

Art. 56. On double lines, the trains and locomotives must always run on the left hand rails of the track, in a forward direction. In exceptional cases and under the responsibility of the station masters of the corresponding portion of the line and after taking the necessary precautions for security, this can be permitted, in case of accident, succour and mending of the line only, trains may run in the contrary direction to that prescribed.

Forward direction.

Contrary direction.

Art. 57. To every goods train, which has to cross with a passenger one, shall be assigned the line outside the running track, and to the passenger train the track itself, except in stations with a double line.

Use of tracks for goods and passenger trains.

Art. 58. Trains must not pass over points which have their shunting arrangements open at a greater speed than 12 kilometres ( $7\frac{1}{4}$  miles) an hour, except in cases where the points are provided with safety apparatus.

Speed when passing over points.

All points which lead to the main line must be closed towards same, excepting at the moment when trains have to cross one another, as also for shunting purposes.

Points connected with main line.

Art. 59. Every point of the auxiliary line, branches or sidings for goods, casual sidings for shunting, which may run into the main line must be closed with safety apparatus.

Safety apparatus in sidings.

Art. 60. In every train, there must be, above and beyond the brakes of the ten-

der and the engine, the following number of axles provided with brakes:

| Table of brakes in every train, with percentage calculation. | Speed in kilometres per hour.<br><br>NB. Roughly speaking one kilometre or 1000 metres represents 1100 yards. | NUMBER OF AXLES PROVIDED WITH BRAKES FOR EACH 100. |    |    |    |    |
|--|---|--|----|----|----|----|
|  |   | Gradient per 1000                                  |    |    |    |    |
|  |   | 5  | 10 | 15 | 20 | 25 |
|  | 61 to 70  | 35   | 44 | 53 |    |    |
|  | 41 to 60  | 25   | 33 | 42 | 50 |    |
|  | 31 to 40  | 12   | 18 | 24 | 31 | 37 |
|  | Less than 30  | 7  | 13 | 18 | 23 | 29 |

Automatic continuous brakes.

Art. 61st. In passenger trains, the effective speed of which exceeds 35 kilometres (about  $21\frac{1}{2}$  miles) per hour, automatic continuous brakes must be used.

Maximum speed.

Art. 62nd. In order to be certain about the maximum speed of trains, the following conditions must be observed:

Class and construction of engine.

1st. That which is registered for every sort of engine according to it's class of construction.

Special or abnormal conditions of line.

2nd. That which the state or special conditions of the line may indicate. Duly observing these rules, the maximum speed may be accepted, in

general, and per hour, on broad and medium gauge in the following manner:

For passenger trains, 70 kilometres (say about 43 miles).

For goods trains, 40 kilometres (bout 24  $\frac{1}{2}$  miles).

On narrow gauge lines the maximum speed must not exceed 50 kilometres (30  $\frac{3}{4}$  miles) per hour.

Only by special authorization from the Directory of Railways can this speed be increased.

Rate of speed according to class of train.

Art 63rd. The maximum speed of 70 kilometres (43 miles) per hour in trains provided with continuous brakes, can only be used on lines in a good state of preservation, well railed in, and with level crossings provided with barriers and cattle guards.

Conditions concerning maximum speed.

Art. 64th. The maximum speeds already described must be reduced:

Reduction of speed according to gradients and curves.

1st. In accordance with the gradients and curves of the line.

2nd. In extensive clearances, which may occur in curved form, and in such undulating portions of the line, which do not give the facility of taking observations over a large extension of the line.

3rd. Nearing a station, where a train has not to stop, the speed must not be above 12 kilometres (7  $\frac{1}{4}$  miles) per hour, excepting those cases

Reduction of speed.

- where the stations are provided with fixed points, or when the points are not taken en don in which cases, the speed may be increased up to 25 kilometres ( $15 \frac{1}{2}$  miles) per hour. When a train has to stop, it's speed must be reduced gradually, until it arrives at the point where it has to stop definitely.
- Speed nearing stations.
- Swinging bridges and junctions.
- Dust storms and fog.
- Populated districts.
- Slowed pace; danger signal.
- Minimum speed of passenger trains.
- 4th. When swing bridges and junctions have to be run over.
- 5th. When the driver discovers that there is another engine or train going in the same direction as his own.
- 6th. When dust storms or fog prevent the signals being seen from afar.
- 7th. When the train has to pass through populated districts, in which the level crossings are not provided with barriers nor the streets with fences.
- Art. 65th. When a train is going at a man's walking pace, the guard or employé in charge must see that some other guard or employé follows it within a distance of 600 metres (660 yards) showing a danger or alarm signal.
- Art. 66th. Passenger trains may not proceed at a speed less than 25 kilometres ( $15 \frac{1}{2}$  miles) per hour, without authorization from the Directory.

Art. 67th. Every train shall carry with, it at least, the following gear:

Extra gear.

On the locomotive: besides the driver's tools, two screw-jacks, one crow-bar one pail, one spade, one side lamp with coloured glasses, a hand lantern a torch-lamp and beams for adjustment.

Requisites in trains.

In the guards van: two signal flags, two side lamps, oil and grease for axles, a rope, and beams for adjustment, a portable telegraphic apparatus, it being under the jurisdiction of the Railway Directorate to decide which trains may be run without these requisites.

Ditto in guard's van

Exceptions to rule.

Art. 68th. Before setting in motion a special train, telegraphic notice must be given to all the station masters, and such trains must not delay the running of the regular passenger trains, without permission from the Railway Directory, except in the event of extraordinary and exceptional circumstances.

Special trains.

Advice to station-masters.

Art. 69th. All trains, both passenger and goods, must be announced, by telegraph, from station to station, with the exception of such sections of the line as are provided with the Block system.

Telegraphic advices of departures.

The departures will be made by written order of the station masters, giving the number of the train, the time of departure, and the station, to which advice is given.

Art. 70th. In cases of accidents, the employé in charge of the train will immediately advise the Administration, which

Advice of accidents.



will at once give notice by telegraph of what has occurred to the National Inspector, to the police and to a doctor, if there are cases of injuries or death.

Inspectors in  
accidents.

Art. 71st. When a locomotive or train departs with the object of lending aid, the Inspector must be advised of the time of its departure, in order to enable him to make due use of same.

Stoppage of trains  
by Inspectors.

The inspectors may order in writing the stoppage of any train, in which they may be, to enable them to get down on the scene of an accident.

Lighting of trains  
and signals.

Art. 72nd. The interiors of passenger carriages on night service must be well lighted.

These lights, as well as the lanterns, train and engine signals must be lighted at sun-down.

Lights in tunnels.

Every passenger train, that takes more than five minutes to pass through a tunnel must turn on its lights.

Prohibition  
of petroleum.

Art. 73rd. For the lighting of trains, it is only permitted to use vegetable oil, gas or electric light, the use of petroleum or other inflammable mediums being strictly prohibited.

New system of  
lighting.

Art. 74th. Every new system of lights or lighting must be authorized beforehand by the Directory of Railways.

Engines.

Art. 75th. Locomotives manœuvring

alone will be considered as trains for the reading of the present regulations.

Art. 76th. Every locomotive in service must be provided with a certificate of the National Inspection Department, placed in some visible position, so as to prove that it has been submitted to the periodical regulation trials.

Periodical trials  
of locomotives  
certificates thereof.

Art. 77th. Every locomotive in service must carry, at least, one driver and one stoker.

Locomotives in  
service.

Art. 78th. There must be in each train a sufficient number of brakemen, according to the state on formation of the line and it's gradient as also the number of axles.

Brakemen.

Art. 79th. The sleeping and dining cars must be kept in a state of perfect cleanliness, especially the water closets and washing compartments, which must both be objects of the special attention of the waiters.

Sleeping and din-  
ing cars.

Water-closets and  
lavatories.

Each sleeping car must have a waiter or steward specially adapted for the work, except in abnormal cases.

Waiters and atten-  
dants.

Art. 80th. In every journey the bed and washing linen must be changed.

Bed-linen.

Art. 81st. The thorough disinfection of the sleeping-cars and beds is obligatory at least once a month.

Disinfection.

### CHAPTER III.

#### SIGNALS.

Signals.

Art. 82nd. The signals must be perceptible to hearing and sight and may be made in certain portions of the line, duly agreed upon with fixed signals or at any point with movable ones.

Ditto  
by whistles etc.

Art. 83rd. Those which must be perceptible to the ear will be made with the whistle of the guards, with the whistle of the engine by the drivers and with those placed on the line.

Art. 84th. The signal for the departure of trains shall be given by the employé in charge, on receipt of orders from the station-masters, with a prolonged note of the whistle.

Duty of stoker.

Once a train is in motion, it is the duty of the stoker to look behind for the purpose of watching for any signal which may be made.

Signal for unexpected stoppage.

Art. 85th. When, from one cause or another a train has to stop in a station, after the signal for its departure has been given, the station-master will make it known by repeated notes of the whistle, or other signals, which must be repeated by the employé in charge of the train.

Communication

Art. 86th. The driver must communicate

with the guards or employés in charge of the train or with those of the line by means of the whistle.

between drivers  
and other em-  
ployés.

Art. 87th. The following signals must be made with the locomotive whistle:

Locomotive signals

1st. One note shall signify attention, and must always be used, before setting the train in motion. A prolonged note, on approaching junctions or branches, or the divergencies with points directed end on arriving at the stations (the signal being given at 1000 metres, 1100 yards) at least from the semaphores, on approaching level crossings, curves, slopes or where fixed signals are situated, when persons or animals are seen on the line, and when there are dense fogs which do not permit of objects being seen at 200 metres (220 yards) distance, the attention signal being repeated in the last instance frequently.

In manœuvres in the stations the attention signal shall show that the locomotive is moving forwards and two notes that it is moving backwards.

2nd. Two short whistle notes one after another shall mean that brakes must be put on and the drivers shall give this signal on entering the stations, or when descending gradients, or when they see some signal to stop or take extra care, when there is any object on the

Locomotive signals

line, and, in general, whenever it may be necessary for any reason to slacken speed.

This signal, *repeated*, means urgent necessity to stop.

Locomotive signals

3rd. A short note means to let go the brakes.

4th. Sundry prolonged notes at short intervals represent that the train is asking for help, and this signal must be given in case of accident, or when for any reason the train is detained and requires the co-operation of the employes of the line or the stations.

Cases in which the whistle may be suppressed.

Art. 88th. The whistle signals prescribed in this chapter, as obligatory when a train is approaching level crossings, may be suppressed in cases where the huts of the barrier-guards are in direct communication by means of electric apparatus, which allow due advice beforehand of the passing of the trains. The Railway Directory will decide in which cases this system of transmission of advice shall be adopted and will arrange for such adoption.

Telegraphic apparatus for advising coming of trains.

Prolongation of sounding.

Art. 89th. It is strictly prohibited to prolong the soundings of whistles with the object of demanding a clear line.

Communication between passengers and officials.

Art. 90th. The passengers, guard, brakemen and driver will be in communication during the journey, so that, in case of danger the alarm signal may be given.

This rule only holds good in passenger trains.

Art. 91st. For the inter-communication between the passengers and the train employés with the driver, companies may use such systems as they may consider most suitable, but such systems must be submitted to the approval of the Railway Directory.

Systems of communication in trains.

Art. 92nd. The fog-signals may be used, when no employé can remain in the post, where the signal to a train should be made, and it is not possible to make the corresponding signals in any other form, when there is fog thus not permitting objects being seen at 200 metres (220 yards) distance, when one train preceding another is going at such low speed that it may be caught, when a train, which is detained, on the line cannot leave an employé to protect it with the regular signals, and in all cases, in which, when it is necessary to advise a train of danger, there are no other means at hand.

Use of fog-signals.

The use of fog-signals does not dispense with the other signals, either by placing an employé on the line or placing fixed signals wherever it may be necessary.

Art. 93rd. These fog-signals must be placed two at a time on the rails, separately, so that each one be in front of a telegraph post, the nearest one to the point of danger being 800 metres (880 yards) distant.

Mode of depositing.

The fog-signals, which have not been run over, must be removed, as soon as there is no longer any reason for their being left on the rails.

Advice to station-master.

The train guards must advise the station-master at the next station, when fog-signals have been placed on the rails.

Visible signals.

Art. 94th. Signals visible to the sight must be made with semaphores, flags, lanterns, discs, and in case of necessity, with the arms only or with any other object.

Semaphore signals.

Art. 95th. Semaphore signals shall be as follows:

The arm of the semaphore placed horizontally or a red light represents danger and obliges the train to stop immediately.

The arm of the semaphore placed obliquely (forming an angle of 45 degrees) or a green light, indicates an open line, caution and diminished speed.

The permanent position of the signals of semaphores means danger in both directions, and they must only be moved to allow passage to the trains, and must immediately be placed in their former position.

At night the absence of a light on a semaphore in stations in service, is equivalent to a red light and obliges a train to stop.

On lines of one or more sets of rails the signal shall be always arranged with the arm to the left of the direction in which trains are to go.

Semaphores.

Art. 96th. When a semaphore is pro-

vided with more than two arms or lights at different heights the higher one will govern the main or principal line, the lower one that of branches or sidings.

When the arms or lights are at the same height, the semaphore on the left hand represents the left line, that on the right corresponding to the right hand line.

It is understood that in each instance this relates to trains going in one same direction.

Art. 97th. With the discs and lights placed over the barriers of the branch lines there will be two signals:

Discs and lights.

1st. When the disc is presented parallel to the line, so that it is seen in profile, it will show that the main line is clear.

2nd. When the disc is presented perpendicular to the line, with its face painted red, it shows that the main line is closed.

The absence of a light on a disc obliges a train to stop.

Art. 98th. With flags and lanterns two signals will be made which will be distinguished by their colour.

Flag and lantern signals.

1st. Yellow and black flag or green light shall indicate caution and oblige trains to slacken speed.

2nd. Red flag or light indicates danger and obliges trains to stop immediately.

Flag signals must be always



made by presenting the flags unfurled in front of a train and the lantern signals by throwing a fixed light on the train.

Substitution of  
stationary flags  
and lanterns.

Art. 99th. When it is not possible for an employé to remain to make the signals with flags or lanterns, they may be substituted by flags planted on the fences which line the side of the Railway, or lanterns deposited in the same form, be it on the ground or on posts at the side of the line.

Arm signals.

Art. 100th. In case of necessity, signals may be made to the trains with the human arms.

A man standing between the rails, and looking towards the train with both arms raised above his head, is a danger signal and shall oblige a train to stop.

A man standing on the line, with his face towards the train, with only one arm raised above his head, is a caution signal.

A man standing at the side of the line with one arm extended horizontally, indicates an open line.

Dearth of lanterns.

Art. 101st. At night, if there is a dearth of the proper lanterns for making signals, signals to stop can be made by moving any light up and down.

Train lights.

Art. 102nd. Every train or locomotive, travelling by night must carry a white light in front and above the level of the locomotive.

There must also be placed in the middle of the cross beam of the last vehicle of a

cargo train, a lantern with a red light and two, more one at each side of same vehicle, but placed at a higher level than the first named, both of which shall throw a white light forward in the direction in which the train is going and a red light behind. In passenger or mixed trains, the one in the centre must be suppressed, independent locomotives will only carry one red light behind in the middle of the cross beam of the tender.

Every locomotive or train, which precedes another one or a special train must carry in the centre of the upper part of the tender or last coach a green light showing backwards during the night and a wooden disc, painted red during the day.

Art. 103rd. When a train is stationary on the line, away from the stations, be it to effect the operation of loading or discharging or even if it cannot continue its journey owing to the bad state of the road or of the engine or has to stop for whatever other cause it must be protected in both directions by the corresponding signals, which must be so placed as to be visible at 600 paces away.

Unavoidable stop-  
page signals.

Art. 104th. The heads of gangs of linesmen or road-men or their agents, when repairing the line or should they think it necessary to signal to the trains, may effect such signals at the distance set down in the preceding article, protecting their work in both directions of the line.

Signals of linesmen  
gangs.

Line in dangerous condition.      Art. 105th. Every driver, when he sees a caution signal, must close the regulator and put on his brakes, so as to arrive at the spot where the signal has been shown at a speed not exceeding 20 kilometres [about 12 miles] an hour.

The portion, included between the two signals, which must be placed in every dangerous spot, must be passed at a speed not exceeding 12 kilometres [say 7 miles] an hour.

Advice to driver.      When the state of the line is such that it would not be prudent to use even this speed, a danger signal must be shown and the driver must have verbal instructions regarding the state of the line and the precautions to be taken.

Driver's duties in case of danger signals.      Art. 106th. The danger signal advises every driver to use all the means in his power to completely dominate the speed of the train, closing the regulator, ordering the brakes to be screwed down, and turning on steam in the opposite direction in necessary cases.

Outside danger signals.      Art. 107th. Every time that an outside danger signal is seen, the train must stop before arriving at it, and proceed at a man's walking pace, until the signal of the local semaphore can be seen, which latter will authorize the driver to go on or stop, according to circumstances.

Danger signals continued.      Art. 108th. When the bursting of a fog-signal takes place, the driver must

proceed in the same manner as if it were a danger signal.

After stopping the train, if no agent of the line appears, the employé in charge of the train will order it to proceed at a man's pace, sending ahead an employé of the same train at a distance of 100 paces, to make signals.

Man's walking  
pace.

If, after proceeding 1000 paces, no obstacle is met with, nor any agent, the locomotive will continue its journey at a speed, which does not exceed 20 kilometres [13 miles] per hour and whistling frequently, all the employés being obliged to pay the greatest attention to the line, and to all the signals that might be made, until it's arrival at the next station.

Continuation of  
journey at slacken-  
ed speed.

Art. 109th. When a locomotive is running alone, and it is necessary to protect it with distant signals, the driver will send the stoker to make them.

Distant signals to  
be made by stoker

Art. 110th. The use of night signals is obligatory from sunset to sunrise.

Night signals  
obligatory.

Art. 111st. Trucks which may be on the line must carry danger signals by day and night.

Trucks on the line.

Art. 112nd. The infractions of the rules laid down in these regulations, will be subject to fines or punishment, according to the gravity of the case, without prejudice to civil or criminal actions, which may accrue in case of accidents.

Infractions, fines,  
punishment.

Civil and criminal  
actions.

SECTION II.

PUBLIC SERVICE.

CHAPTER IV.

PASSENGERS.

Passengers rights  
of inhabitants.

Art. 113th. Every inhabitant of the Republic has the right to make use of the Railways which are in working order, in accordance with the respective Laws and regulations.

Refusal of admit-  
tance to objection-  
able persons.

Art. 114th. The Companies or Undertakings are obliged to refuse admission into trains or stations or expel therefrom, persons who, owing to their condition, may molest the public, who carry loaded fire arms, or who will not submit to the regulations, such act being justified by a document, signed by two passengers, at least, as witnesses. The expulsion from the train must be effected in the first station arrived at, accompanied by the returning of baggage and such proportion of the train fare of such baggage, less 10 %, from said station to that of destination as per ticket, in the meanwhile, confining said offenders and baggage in a special separate compartment.

Expulsion of same.

Art. 115th. The Companies must make known to the public, by notices placed in all the stations, the regulations, tariffs and times of departure and arrival of trains in the form and localities as the Railway Directory may determine.

Changes in service  
and  
time-tables.

Any changes, which may be made in same must be made known to the public in two newspapers at least, 15 days before such changes come into force, as also in the stations.

The time-tables shall be arranged with consent of the National Railway Directory, which will intervene, with the object of insuring the accommodation of the passengers and the combination service between trains of separate lines.

Art. 116th. Companies are obliged to present their time-tables at least 60 days before the date on which they are brought into force, and will be considered as approved of, if 20 days before such date, they have not been commented upon.

60 days advice of  
time tables.

Art. 117th. The National Directory of Railways may authorise, in special cases, a reduction in the term stipulated in the preceding article for publication of advices.

Reduction of term  
in special cases.

Art. 118th. The time-tables of each Company, exposed to public view in the stations, must be distinguishable from those of other Companies or undertakings either by means of a different colour or some special form.

Time-tables.  
Distinction between  
one Company and  
others.

Art. 119. The official time of the Rail-

Official time.

ways of the whole Republic shall be that which the Executive Power may decide upon.

Stoppages in stations; advice.      Art. 120th. In stations where trains have to stop 5 minutes or more, the guards must advise the passengers of the duration of the stoppage.

Ticket Office.      Art. 121st. In every station, the ticket office must be opened at least 30 minutes before the time announced for the train's departure.

Claims on ticket offices.      Art. 122nd. Passengers must revise their tickets and change before retiring from the ticket-office, in order that they may be able to lay claim to whatever they may consider as their right.

Children's passages.      Art. 123rd. Children of less than three years will pay no passage money, those of three years to 12 will pay the half.

Doubts about childrens ages.      Children, who pay no passage money have no right to occupy a seat. In case of doubt respecting childrens' ages, the matter will be settled by the head official of the train.

Waiting rooms.      Art. 124th. The waiting rooms must remain open as long as the movement of trains is going on.

Prohibition to embark on trains in motion.      Art. 125th. Once a train is in motion, it will not be permitted to anyone to climb on to it, every attempt so to do being prohibited.

Unused tickets.      Art. 126th. The passenger who, owing to any circumstance, should not have made

use of his ticket, will have the right to demand the return of his fare, as long as he reclaims within the time, which the train would take to reach the destination marked on the ticket.

Art. 126th A. If a passenger should voluntarily get off a train at an intermediate station, he will have to pay the entire passage money.

Voluntary disembarkation.

If he should not be able to continue his journey up to its destination, owing to insurmountable circumstances or *force majeure*, he will have the right to the devolution of the difference between the value of the passage-fare taken and that of same up to the point where he has had to get down.

Devolution of part of fare in unforeseen cases.

Art. 127th. If, while making use of a return ticket, he should only avail of the outward passage, he will be entitled to reclaim the difference between the value of said ticket and that appertaining only to the ordinary journey, less 10 % of the cost of the journey returned to him. Tickets used to travel only a portion of the journey for which they are issued, will entitle the passenger to the return of the difference in the cost of said ticket and that of an ordinary ticket, corresponding to the distance travelled, less 10 % of the amount returned, the circumstances appertaining thereto being proved before the station-master, at the station where he leaves the train.

Return tickets : devolution of unused portions.



- Return of entire fare.** Art. 128th. When a passenger, owing to unforeseen circumstances or *force majeure*, has to abandon the journey, the fine of 10 % will not be deducted, and the whole amount of the difference will be returned to him.
- Recompense to holders of season tickets, during prolonged suspension.** Art. 129th. In case the Company should have to suspend traffic for more than 24 hours, it will repay to the holders of season tickets the price corresponding to each day, when traffic is not carried on.
- Cases of death or change of residence.** Art. 130th. In proved cases of death or change of residence, which would not permit a season ticket being made use of, the half of the amount, appertaining to the unused portion up to due date can be collected from the Company, providing the term thereof exceeds six days.
- Printed designation of tickets.** Art. 131st. In the tickets issued to passengers, there must be expressed thereon the station of departure, the class, number of the train, destination and day and month of issue.
- Presentation or delivery of tickets.** Art. 132nd. Tickets must be presented and handed over by the passengers, when they are asked for by the guard or other employé of the Company, duly authorized for such purpose.
- Tickets in intermediate stations.** Art. 133rd. The tickets, issued in intermediate stations, where there are no deposits of carriages, will be conditional, and their value will be returned, in case there is no room in the train.

Art. 134th. If a passenger goes on further then the point, indicated on his ticket, he will have to pay the sum appertaining to that portion of the journey for which he has no ticket, besides a fine of 25%, if he has not, at least, communicated to the guard beforehand that he intends going on further, in which case he will be exempt from the fine.

Extension of journey without corresponding ticket.

Art. 135th. Second-class passengers may travel in first-class carriages, provided always that they advise the guard beforehand and pay the difference in the fare from the station where they changed carriages.

Change of class.

If the passenger fails to observe the rule of advising the guard, he will have to pay the difference from the station mentioned on his ticket, besides 25% on the value of said difference, as a fine.

Fine of 25 %.

Art. 136th. When there are passengers in the train without a ticket or with a ticket, the date of which has elapsed, the guard will recover the fare from the point where they get into the train up to the next station, where the train stops, and also a fine of 25% of the value which the irregularity has caused, and on arrival at station, the passenger must take out an ordinary ticket to the station he wishes to go to.

Passengers without tickets.

Art. 137th. The passenger who cannot explain the point, at which he got into the train, will pay the fare of the whole

Non explanation of point of embarkations.

distance run by said train from the station, whence it started, besides the recognised fine of 25 %.

**Refusal to pay  
fare.**

Every passenger, who refuses to pay his ticket, will be detained in the station by the police authorities, until he does pay it.

**Embargo of  
luggage.**

His detention will be made at the request of the station master. If the passenger should possess luggage he shall be put at liberty, such luggage having been embargoed, until he pays the amount of his fare.

**Want of time to  
buy ticket.**

Art. 138th. The passenger who, on getting into a train without a ticket, explains at once to the guard that he could not obtain one, from want of time, will only pay a fine of 10%.

**Seats in carriages.**

Art. 139th. Every ticket confers the right to a seat in a carriage of the class, to which it corresponds.

**Lack of carriages.**

If, from lack of carriages, a passenger finds it necessary to get into one, which is of a higher class than that expressed on his ticket, or has to occupy a seat of a lower class, or when, on account of all the seats of the class, expressed in his ticket, being occupied, he should have to stand, the case will come under the conditions expressed in Article 37 of the Railway Law.

**Lack of seats.**

**Passengers in  
goods trains.**

Art. 140th. In urgent cases, when it is a question of public convenience, passengers may be conveyed in goods trains,

without the necessity of coupling on a special passenger carriage, but the time of the train must not be interfered with.

Art. 141st. Every object left by passengers in their respective seats, constitutes the right of occupying them, the train-guards being obliged to see this right respected.

Objects left as  
right to seat.

Art. 142nd. Reserved carriages or compartments must be applied for to the station-master with 24 hours notice and will be supplied, whenever possible.

Reserved carriages  
or compartments.

Art. 143rd. Sick people, who might molest the public, shall be obliged to take a reserved compartment, for which purpose the station-master must have 24 hours notice at least, a medical certificate being presented to the effect, that the illness is not contagious.

Sick passengers.

Medical certificates

Art. 144th. The conveyance of persons, suffering from contagious diseases must be effected in special carriages or trains, according to the nature of the disease and in compliance with the regulations of the sanitary authorities.

Contagious diseases

Art. 145th. When a passenger breaks, damages or destroys any article belonging to the Company, he will be detained until he has paid the value of the damage caused, or, in default thereof, until he has given to the station-master satisfactory guarantee for such payment.

Breakage, damage  
or destruction.

Art. 146th. It is prohibited to get on

Prohibitions to

passengers in trains  
in motion. or off trains in motion, to enter or leave carriages by other doors than those which open on the platform, to travel on the stages of the carriages, or to go from one carriage to another, unless there be a specially authorized passage between them. Those who infringe this rule will be liable to a fine of \$ 5 <sup>m</sup>/<sub>n</sub>, or, in default thereof, to one day's arrest.

Non smoking in  
compartments. Art. 147th. In every train there must be compartments, where smoking is prohibited, to the seats of which ladies have the preferential right.

Prohibition to ped-  
lars, beggars. cab-  
men &c. Art. 148th. The presence in carriages of pedlars, who are not specially authorized by the Companies, is likewise prohibited, as also is absolutely forbidden that of beggars, -cabmen and street-porters.

Indecorous or im-  
moral words. Art. 149th. It is prohibited to make use in the trains of indecorous or immoral words.

Heaters and private  
lamps. Art. 150th. The use in carriages of heaters or private lamps is utterly prohibited.

Closing  
of windows. Art. 151st. At the request of one passenger, the windows on the side exposed to wind or sun must be closed.

Sleeping cars. Art. 152nd. In the sleeping-cars, the lights must be lowered at 10 p. m. in winter at 11 in summer, after which hour it will be forbidden to speak loud, to make other noise, which might disturb the slumbers of the passengers, or to walk about and to smoke.

Rules as regards  
lights and  
behaviour.

Art. 153rd. From the hour mentioned in the preceding article, walking around in the sleeping cars shall be prohibited, excepting to the guard of the train.

Walking about  
after hours.

Art. 154th. The refreshment bars, which may be placed in the vans, must be situated in special compartments and divided from the rest of the van, passengers being forbidden to take up their quarters in them.

Refreshment com-  
partments.

Art. 155th. The service of the dining cars must cease at 10 p. m.

Dining cars.

Art. 156th. The tariffs of service in dining and refreshment cars and the clauses of regulations respecting sleeping and dining cars must be exposed to public view in the respective vehicles.

Tariffs and regu-  
lations in sleeping  
and dining cars.

Art. 157. Each passenger has the right to remain in the same carriage until the termination of the journey, on every line, with the exception of the industrial branches and sidings.

Right to remain in  
same carriage.

With reference to junction lines or changes from one gauge to another, this rule will be considered as complied with, as long as all facilities are given to passengers to change from one car to the other in junction stations.

Changing cars in  
junction stations.

Art. 158th. When sleeping-cars from various lines arrive at a junction and are intended for one of the junction lines, the full ones as regards beds or those half filled shall be transported as they are, the

Sleeping cars in-  
tended for other  
lines.

passengers from other cars to those, which have unoccupied beds or to another or others which may be added, so that no passenger remain without a bed.

**Platforms**  
of carriages.

Art. 159th. The train-guards must only allow such employes, as those whose duty it is to look after the administration of the service, the traffic or the line, to remain on the platforms of the carriages.

**Attention and**  
courtesy to public.

Art. 160th. The employes of the Company shall pay the greatest attention to and courtesy towards the public in all the duties they have to perform.

**No gratuities to**  
employes.

They shall render to the public the services which their posts of employment demand gratuitously, and without accepting gratuities from passengers or persons, who make use of the Railway.

**Respect of rules.**

Art. 161st. The public must respect the rules in force, relating to the service and to the observations based on same, which may be explained by the higher officials who are generally known, or by the minor ones who are provided with the corresponding uniforms or badges.

**Complaints or ob-**  
servations.

Art. 162nd. The Administration shall attend without any delay to any complaint or observation, which may be addressed to it relating to the service or conduct of the employes, which must be presented with all the details of the case or be registered in the books which must exist for such purpose in passenger stations.

**Book for com-**  
plaints.

These books must be made out in the style suggested by the Directory and in counterfoils form, so that complaints be made in duplicate.

The pages shall be numbered in progressive order and rubricated by the Directory.

The complainant shall fill in the form of the counterfoil, stating date and place when and where the incident, giving rise to the complaint, occurred, name and residence of complainant and the witnesses if any, his signature and theirs at the foot of the complaint, the name and employment of the person, who has caused the complaint to arise, and a detailed explanation of what has happened, noting if possible the proofs conducing to the verification of the matter.

Book of complaints

These data must be made out by the complainant in his own hand-writing or by a third person, at his request, if he does not know how or is unable to sign, providing the duplicate be signed, in case he cannot the company will fill in this latter.

In both cases, the Company will remit the duplicate to the Inspector of the line, within 24 hours following the date of the complaint.

In the exterior or cover of the *Libro de quejas* (book of complaints) shall be inserted this regulation, as a guide to the complainant, apart from the name of the Railway Company and of the station, to which the book belongs.



- Dogs.** Art. 163rd. The passenger who wishes to have dogs conveyed, must present them in the parcels office, from whence they will be despatched into the vans with the corresponding note.
- Muzzlecollar and chains.** Art. 164th. No dog will be conveyed, if he has not a muzzle, collar and chain.
- Dogs in passenger trains.** Art. 165th. Dogs will not be admitted in passenger trains, excepting those led by sportsmen in the carriages specially intended for them.
- Live animals in 1st class carriages.** Art. 166th. It is prohibited to take live animals into first-class carriages.  
Exception will be made to small animals enclosed in cages, which can be carried, as long as their condition or nature do not molest or prove repugnant to the passengers.
- Dead game in 2nd class carriages.** Art. 167th. Sportsmen may take into second-class carriages dead animals (birds and smaller game) in sacks or shooting bags.
- Articles lost by travellers.** Art. 168th. Articles inadvertently left in waiting rooms of stations or in Railway carriages or found on the line, or those whose owner is unknown, must be deposited in a lost property office by the Administration and entered in a special register; specifying the date and spot in which they were found, and their principal distinctive marks.
- Lost articles sold by auction.** Art. 169th. Articles, referred to in the former clause, must be publically announced

through the newspapers and by notices posted in the Railway stations, and will be sold half-yearly, after a previous notice of 15 days.

If no one appears to claim them within six months of their discovery, they must be sold by public auction, with the intervention of the National Inspector, the proceeds being placed at the disposal of the Federal Judge, who will order same to be paid into the State Exchequer, after deduction of all expenses incurred.

Art. 170th. If the articles should be of a perishable nature, they must be immediately sold by public auction, with the previous sanction of the National Inspector, the proceeds being disposed of in the manner indicated in the preceding article.

Perishable articles  
lost.

Art. 171st. In order to obtain special trains, it will be necessary to apply to the Managers' Office or to its authorized representatives, who will provide same, whenever possible.

To obtain special  
trains.

The prices will be shown in the special tariff existing.

Art. 172nd. Officers or troops, travelling for account of the National Government, must, before commencing a journey, hand to the station-master and official order, duly signed by a competent person and the station-master will give them in return tickets enough for the journey, the receipt for same being placed at the foot of the order.

Conveyance of offi-  
ciers and troops..

Art. 163rd. The Directory of Railways

Persons authorized

to omit orders. will make known to the Companies the names and employments of the persons authorized to issue orders for passages.

## CHAPTER V.

### BAGGAGE AND PARCELS.

Conveyance of passengers' baggage. Art. 174th. The baggage will go in the same train as it's owner and the excess will be conveyed on payment of the authorized tariff.

The Companies must deliver to each passenger, immediately after arrival at destination, all the packages, which form his baggage equipment.

Portable baggage. Art. 175th. Passengers may only take with them in the carriage which they occupy, small hand packages, which do not molest others, and which can be placed in the racks or under the seats.

Tariffs and regulations for baggage. Art. 176th. The tariffs, relating to excess of baggage, must be made known to the public, in the form observed in the time-tables. There must also be exposed to public view, in all the stations, the regulations respecting baggage, it's admission, and the rights and obligations of the passengers.

Time of delivery of baggage. Art. 177th. The delivery of baggage may be made up to 2 minutes before the

departure of the local trains and 5 minutes with the general ones.

Art. 178th. The Companies or Undertakings, from the moment that they have handed to the passenger his baggage-note or receipt will be responsible for the correct conveyance and delivery of the packages, which have been consigned to their care, in the following form:

Responsibilities for baggage.

1st. If a passenger does not declare a fixed value to prove such in case of loss or damage, the value or cost thereof will be returned to him, as long as it does not exceed \$ 50 m<sup>n</sup>.

Indemnity for loss damage.

2nd. If the passenger declares a fixed value on handing over the baggage, the Company may collect an additional tariff as security, which shall be submitted to the approval of the Railway Directory.

Declaration of fixed value.

The declaration of value will only have judicial effect, when embodied in the baggage-note.

When the declared value exceeds \$ 500 m<sup>n</sup>, the Companies will be at liberty to accept the security or not on the baggage on conventional conditions.

Excessive value.

3rd. An article will be considered lost, which has not been delivered up at the end of the 4th day, from its reclamation, the passenger having the right to exact immediate

Recovery for loss.

payment, except in case of *force majeure*.

Indemnity for loss  
of valuables.

4th. The Company will not answer for any package which passengers may carry with them, being only responsible, when the direct fault of the Administration or its employés be proved; nor will it respond for jewels, precious stones, money or documents of value, which a package might have contained, and had been handed over for conveyance, if such articles be not specially and definitely mentioned.

Strayed or damaged  
baggage.

Art. 179th. In case of baggage being strayed or damaged, the interested parties must advise the fault, when the packages are returned to them, to the employé in charge of this branch of the service, in order that he may take the necessary steps to enable him to make investigations in the matter.

Appeal to legal au-  
thorities.

Art. 180th. The passenger, provided he can prove the damage caused by delay in the return of his baggage, which has been entrusted to the care of the Company, for purposes of conveyance, shall be able to reclaim his indemnity before the competent authorities.

Freight on excess  
of luggage.

Art. 181st. The freight of every excess of luggage shall be calculated according to the tariff in force and the scale shall be made in undivisible parts of five kilogrammes (say 10 lbs. 12 oz.).

Art. 182nd. In articles of great cubic measurement and little weight, 1 cubic metre (40 cubic inches) will be equal to 500 kilogrammes (say 1075 lbs.).

Cubic measurement  
taken as weight.

Art. 183rd. Packages of luggage must be taken away within the term of 12 hours after arrival at destination; when this term has passed, they must pay storage at the rate of \$ 0.10  $\frac{m}{n}$  per day and package.

Retirement of  
luggage.  
Storage.

Art. 184th. The passenger, who extends his journey to a station beyond that marked on his ticket, must advise the guard of the train, so that his luggage may follow him on to that point, he having to pay extra freight for excess of luggage, if there be any.

Extension of jour-  
ney.

Art. 185th. In stations of some importance, there must be necessary commodities to enable passengers to deposit their luggage, by paying the stipulated storage.

Deposit of lug-  
gage.

Art. 186th. It is not allowed to carry as luggage explosive materials of any class whatever. The rule does not refer to the small quantities of powder or ammunition carried by sportsmen and by the employés of the public service.

Carriage of explo-  
sive materials as  
luggage.

Art. 187th. Firearms must not be carried loaded.

Loaded firearms.

Art. 188th. On luggage tickets, the following details must be stated:

Tickets for luggage.

1st. The number of packages.

2nd. The point of departure and destination of the package.

- 3rd. The number of the train.
- 4th. The date of consignment.
- 5th. The number of the order.
- 6th. The weight.
- 7th. The tariff and value of the excess paid.
- 8th. The signature of the employé, who make out the ticket.

**Parcels.**

Art. 189th. All articles or packages will be known as parcels, which go by passenger or mixed trains and will pay the tariff appertaining to same.

**Conveyance of parcels.**

Parcels must be forwarded by the passenger train following their delivery to the Company, and will go on to their destination by combination trains, if there are any such, provided that these trains carry parcels.

**Address and condition of parcels.**

Art. 190th. Every parcel must bear the name and address of the person to whom it goes consigned and must be in good condition.

**Time for handing in parcels.**

Art. 191st. Parcels must be handed in 20 minutes at least before the time announced for the departure of the train, which conveys them, with the exception of consignments in large quantities.

**Weight of parcels.**

Art. 192nd. Companies are not obliged to receive in parcel form packages, which weigh more than 250 kilogrammes (say 537 lbs.) except in the case of packages of large cubic measurement and little weight.

Art. 193rd. The freight and declared value of parcels will be subject to the interpretation laid down in Articles 178, clause 2 and 181 of these regulations.

Freight and declared value of parcels.

Art. 194th. The Companies are not responsible for damage, deterioration or breakage of furniture, plants, fruits, vegetables, butter, milk, live or dead animals, fresh meat, birds, fish, cheese, glass or crockery, nor any fragile thing, which, from its nature, cannot be taken care of for more than a short time, if it cannot be proved that the damage, deterioration or breakage comes from neglect or fault of said Company. Nor will it be responsible for any package, which may contain jewels, precious stones, cheques or other documents or values, except they have been insured beforehand.

Perishable goods.

Responsibility for articles of value.

Art. 195th. If on arrival of parcels at their destination some package is missing or damage has occurred, a claim must be made immediately to the station-master, who, having proved the discrepancy, will deliver to the interested party a certificate to that effect, which must be presented to the Administration before the expiration of 8 days, for payment of the indemnity appertaining thereto, which is fixed at \$ 25  $\frac{m}{n}$  as a maximum for each package, excepting that a higher value can be proved by the exterior appearance of the effects.

Parcels missing or damaged.

Art. 196th. Parcels must be taken away by those persons interested in same, within

Removal of parcels.



the term of 24 hours after arrival at destination; - once this interval has passed, storage must be paid at the rule of \$ 0.10 <sup>m</sup>/<sub>n</sub> every day for every 5 kilogrammes (lbs. 12, 12 oz.).

**Household animals  
as parcels.**

Art. 197th. Household animals will be admitted as parcels for conveyance in passenger trains, provided that there is room in the vans to accommodate them.

**Dead animals and  
birds as parcels.**

Art. 198th. It will be permitted to carry as parcels in the vans dead animals and birds, provided that their state of preservation admits of it, and for a journey of not more than 12 hours in winter and 6 hours in summer.

They may be conveyed a still longer distance than those already mentioned, if they are so protected that their natural decomposition does not interfere with objects or persons, brought into contact with them.

## CHAPTER VI.

### GENERAL MERCHANDISE.

**Obligation to re-  
ceive cargo.**

Art. 199th. Railway Companies are obliged to receive all the cargo delivered to them, for conveyance to their stations or to those of other lines in junction with them.

**Rules or stipu-**

Art. 200th. The rules or stipulations of

Companies. which have offered their service to the public, excluding or limiting the obligations and responsibilities, imposed by the Commercial Code and by these regulations, shall hereafter be null and void.

lations limiting c  
ligations annull

Art. 201st. Companies must register the order of packages of merchandise, as they are presented to be despatched, making out a way-bill, if the freighter should so desire, or simply giving, in the other case, a receipt stating the nature and weight of the packages, the total value of the freight, and the time in which the journey must be performed.

Register  
of packages.

Way-bill or recei

Art. 202nd. The contents of the packages must be clearly stated in the way-bill, avoiding the use of general terms.

Contents  
of packages.

Art. 203rd. If the consignor or consignee should require it, the stamp of despatch must be affixed, which will be a voucher for the date of despatch of merchandise.

Despatch stam

Art. 204th. In case of suspicion of falsehood in declaring contents of a package, and should the Company decide to examine it, the examination must take place before witnesses, in the presence of freighter or consignees. If these latter should not appear the attendance of the National Inspector must be applied for, as well as the Justice of the Peace or the nearest police authorities, or in their absence, that of neighbours in positions to act as witnesses.

Suspicion of f  
declaration of c  
tents.

Punishment for  
false declaration of  
contents.

Art. 205th. After the examination and according to the result thereof, a document must be drawn up and signed by those present, and the Company will proceed accordingly in case of fraud, imposing a fine equal to the freight, which should have been paid, without prejudice of proceeding judicially against the freighter for the consequences which might have occurred from false declaration or omission of the danger label, if the matter should require it.

Companies' expenses in default of  
false declaration.

Art. 206th. If from the examination that takes place there should result ~~any~~ no false declaration on the part of the freighter, the Companies must pay all the expenses, which arise in repacking the packages, so as to leave them exactly as they were before being opened.

Forward freight :  
authorization to re-  
fuse.

Art. 207th. The Companies may refuse to carry merchandise under the conditions of «freight payable on arrival», when it represents articles, which deteriorate easily, when their value at point of destination should not suffice to cover the cost of conveyance and in other special cases, reporting reasons to the Railway Directory.

Proper condition of  
packages.

Art. 208th. All effects or merchandise, which may be delivered to the Company for conveyance to any station, must be well packed, noting on covers or casings the number and mark which appertains to the station, for which they are destined, every mark or label, which has been used before, being taken off or cancelled.

Art. 209th. The Companies may assign a higher weight than the actual one to every package, the measurement of which is not in such relation as to compensate in every instance for the losses which the said disproportion would cause; this increase will be made in the proportion of two cubic metres and a half (say five cubic feet) per 1000 kilogrammes (about 2200 lbs.).

Proportion of weight and measurements.

Art. 210th. For the baling of goods the following rules must be observed:

Baling or packing. Cigarettes and eatables.

1st. Cigarettes or eatables must go in baled packages secured by sealing-wax or lead in such a manner that they are rendered safe enough to make the robbery of the contents impossible, without breaking or changing seals or leads.

2nd. Casks, which permits of the waste of contents or of which the outlets are not made safe, will not be admitted.

Casks: leakage of.

Casks, in which old liquor or other liquids in fermentation, are conveyed, cannot be hermetically sealed, and must be provided with a tube, which allows for the escape of gases.

Fermentation of liquids.

3rd. Empty casks, which have contained liquids of a corrosive, caustic, acid or badly-smelling nature, must be dry externally and closed up.

Empty casks or barrels.

- Fresh fish. 4th. Fresh fish, preserved by ice will be admitted but only on the condition that the packing prevents damp, so that other goods in the same van cannot be damaged thereby.
- Milk. 5th. Milk must be carried in strong tins.
- Sheepskins. 6th. Sheepskins shall be conveyed in well secured bales, the Companies being responsible only for weight, in the event that the bales or packages have been broken into while in their possession.
- Deer and beaver skins; horse - hair and feathers. 7th. Deer and beaver (nutria) skins must be offered in baled form; horse-hair which has not been baled and feathers will only be received in cases, sacks, crates or coverings of a secure class; if the freighter insists on their conveyance, when they are not in the conditions herein established, it shall be done, but under his responsibility.
- Goods badly secured. 8th. Wool shall be conveyed in bales, sacks or double sackings and the Companies will respond for the number of them; but loose wool will be conveyed without responsibility to the Company and must be attended to by a special party of labourers in the station, to which it is destined, in the event that the Companies find themselves obliged to discharge it or shift it to other trains.
- Wool and it's conveyance.

- |  |                        |
|--|------------------------|
| 9th. Full sacks must be closed with stout twine, the use of wisps of straw being prohibited, and they must have ears or handles to enable them to be caught hold of.   | Filled sacks.          |
| 10th. Empty sacks must be well fastened one to the other, so that none of them can fall singly.  | Empty sacks.           |
| 11th. Metal goods, which are not encased, must not have fresh paint or tar on them.  | Metal goods.           |
| 12th. Wool, cotton-waste and all such materials may be conveyed in closed or open waggons; but if in the latter they must be covered with tarpaulins.  | Wool, cotton-waste &c. |
| 13th. Animal produce apt to decompose, such as fresh hides unsalted, grease, eggs and horns must be conveyed singly (separate packages) in casks or cases, thoroughly closed. The expenses of disinfection which might be necessary will be for account of the freighters. | Fresh animal produce.  |
| 14th. Materials, which easily catch fire from the sparks of the locomotive, such as dry hay, straw, rushes and saw-dust may only be carried in well covered waggons.   | Inflammable materials. |
- Art. 211st. The Companies will not convey those objects, the weight or volume of which is beyond the limits, accepted in the National regulations, except in the event of special arrangement, reporting same to the Railway Directory.
- Heavy or voluminous articles.

**Tariffs and regulations.** Art. 212th. The Companies shall communicate to the Railway Directory the tariffs and regulations, which they may arrange for the conveyance of merchandise, in the same form as that appertaining to passengers.

**Advice of.**

**Alterations in tariffs &c.** Art. 213rd. Alterations, which may be introduced, must be made known to the public one month before they come into force.

**Reasonable rates.** Art. 214th. The rates for conveyance of goods must be reasonable and just.

**Extra expenses.** Art. 215th. Beyond the freights and prices quoted for prevised service in rates and regulations, the Companies are not allowed to collect supplementary expenses, excepting those caused by transhipment, when the line has been cut and the freighter has handed in the goods, being acquainted with this fact; for repairs to packing which are necessary for preservation, maintenance of animals and such like.

**Uniform rates.** Art. 216th. Rates shall be uniform for all who make use of the Railway. The Companies, however, may reduce rates in favour of freighters, who agree to a longer time for conveyance, or of those who bind themselves to a minimum number of tons of cargo within a stated period. Such concession to one or more freighters must apply to all who ask for it, under similar conditions and it must not be done without the previous approval of the Railway Directory.

Art. 217th. Every article of merchandise, which is not specified in the classification, or which, from its form or nature requires special waggons or extra labourers, will be conveyed under conditional arrangement.

Special merchandise conveyance.

Art. 218th. The despatch of goods must be made in the same order as received, without preference being accorded to anyone, and transit must be continuous from start to destination, even when the goods have to be carried over several distinct Railways.

Continuous despatch.

Art. 219th. Every consignor must declare, before despatching his goods the number, weight, class and description of the goods he intends to despatch.

Preliminary declaration of goods.

Art. 220th. Notwithstanding what is stipulated in article 218, the following goods must have preference of transport:

Preference of transport

1st. Goods intended for public service, and for which Government, be it National or Provincial, claims preference of despatch as a matter of urgency.

2nd. Mail bags and postal parcels.

3rd. The conveyance of animals.

4th. Fruit and provisions for the daily supply of towns or villages, served by the Railway.

Art. 221st. If sundry lines diverge from the point of despatch towards that of destination, the Company may send the cargo by the line, which is most convenient, if there be no stipulated arrangement with the freighter with regard to the road,

Cargo on diverging lines.



through which transport has to be made, the Company, however, being obliged to effect such transport by means of the lines, whose rates are lowest and elements thereto most favourable.

Art. 222nd. Goods shall be conveyed in the time laid down in the following table, according to distances:

Table of times for conveyance.

Table of time to be observed in conveying cargoes.  
The kilometre being roughly calculated as 1100 English yards.

| Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         |
|-------------------------------------|-------|---------|-------------------------------------|-------|---------|-------------------------------------|-------|---------|
|                                     | Hours | Minutes |                                     | Hours | Minutes |                                     | Hours | Minutes |
| 1                                   | 0     | 15      | 50                                  | 12    | 00      | 118                                 | 26    | 30      |
| 2                                   | 0     | 30      | 52                                  | 12    | 15      | 120                                 | 26    | 45      |
| 3                                   | 0     | 45      | 54                                  | 12    | 45      | 122                                 | 27    | 15      |
| 4                                   | 1     | 00      | 56                                  | 13    | 15      | 124                                 | 27    | 30      |
| 5                                   | 1     | 15      | 58                                  | 13    | 45      | 126                                 | 28    | 00      |
| 6                                   | 1     | 30      | 60                                  | 14    | 15      | 128                                 | 28    | 15      |
| 7                                   | 1     | 45      | 62                                  | 14    | 30      | 130                                 | 28    | 45      |
| 8                                   | 2     | 00      | 64                                  | 15    | 00      | 132                                 | 29    | 15      |
| 9                                   | 2     | 15      | 66                                  | 15    | 30      | 134                                 | 29    | 30      |
| 10                                  | 2     | 30      | 68                                  | 16    | 00      | 136                                 | 30    | 00      |
| 11                                  | 2     | 45      | 70                                  | 16    | 15      | 138                                 | 30    | 15      |
| 12                                  | 3     | 00      | 72                                  | 16    | 45      | 140                                 | 30    | 45      |
| 13                                  | 3     | 15      | 74                                  | 17    | 15      | 142                                 | 31    | 00      |
| 14                                  | 3     | 30      | 76                                  | 17    | 45      | 144                                 | 31    | 30      |
| 15                                  | 3     | 45      | 78                                  | 18    | 00      | 146                                 | 31    | 45      |
| 16                                  | 4     | 00      | 80                                  | 18    | 30      | 148                                 | 32    | 15      |
| 17                                  | 4     | 15      | 82                                  | 19    | 00      | 150                                 | 32    | 30      |
| 18                                  | 4     | 30      | 84                                  | 19    | 15      | 153                                 | 33    | 00      |
| 19                                  | 4     | 45      | 86                                  | 19    | 45      | 154                                 | 33    | 15      |
| 20                                  | 5     | 00      | 88                                  | 20    | 15      | 156                                 | 33    | 45      |
| 22                                  | 5     | 30      | 90                                  | 20    | 45      | 158                                 | 34    | 00      |
| 24                                  | 5     | 45      | 92                                  | 21    | 00      | 160                                 | 34    | 30      |
| 26                                  | 6     | 15      | 94                                  | 21    | 30      | 162                                 | 34    | 45      |
| 28                                  | 6     | 45      | 96                                  | 22    | 00      | 164                                 | 35    | 15      |
| 30                                  | 7     | 15      | 98                                  | 22    | 15      | 166                                 | 35    | 30      |
| 32                                  | 7     | 45      | 100                                 | 22    | 45      | 168                                 | 36    | 00      |
| 34                                  | 8     | 15      | 102                                 | 23    | 15      | 170                                 | 36    | 15      |
| 36                                  | 8     | 45      | 104                                 | 23    | 30      | 172                                 | 36    | 45      |
| 38                                  | 9     | 15      | 106                                 | 24    | 00      | 174                                 | 37    | 00      |
| 40                                  | 9     | 30      | 108                                 | 24    | 15      | 176                                 | 37    | 30      |
| 42                                  | 10    | 00      | 110                                 | 24    | 45      | 178                                 | 37    | 45      |
| 44                                  | 10    | 30      | 112                                 | 25    | 00      | 180                                 | 38    | 15      |
| 46                                  | 11    | 00      | 114                                 | 25    | 30      | 182                                 | 38    | 30      |
| 48                                  | 11    | 30      | 116                                 | 26    | 00      | 184                                 | 38    | 45      |

Table of times (Continued.)

| Kilometres run<br>1100 yards per km. | TIME  |         | Kilometres run<br>1100 yards per km. | TIME  |         | Kilometres run<br>1100 yards per km. | TIME  |         |
|--------------------------------------|-------|---------|--------------------------------------|-------|---------|--------------------------------------|-------|---------|
|                                      | Hours | Minutes |                                      | Hours | Minutes |                                      | Hours | Minutes |
| 186                                  | 39    | 15      | 335                                  | 62    | 45      | 505                                  | 84    | 00      |
| 188                                  | 39    | 30      | 340                                  | 63    | 30      | 510                                  | 84    | 30      |
| 190                                  | 40    | 00      | 345                                  | 64    | 15      | 515                                  | 85    | 00      |
| 192                                  | 40    | 15      | 350                                  | 64    | 45      | 520                                  | 85    | 30      |
| 194                                  | 40    | 30      | 355                                  | 65    | 30      | 525                                  | 86    | 00      |
| 196                                  | 41    | 00      | 360                                  | 66    | 15      | 530                                  | 86    | 30      |
| 198                                  | 41    | 15      | 365                                  | 66    | 45      | 535                                  | 87    | 15      |
| 200                                  | 41    | 45      | 370                                  | 67    | 30      | 540                                  | 87    | 45      |
| 205                                  | 42    | 30      | 375                                  | 68    | 15      | 545                                  | 88    | 15      |
| 210                                  | 43    | 30      | 380                                  | 68    | 45      | 550                                  | 88    | 45      |
| 215                                  | 44    | 15      | 385                                  | 69    | 30      | 555                                  | 89    | 15      |
| 220                                  | 45    | 00      | 390                                  | 70    | 15      | 560                                  | 89    | 45      |
| 225                                  | 46    | 00      | 395                                  | 70    | 45      | 565                                  | 90    | 15      |
| 230                                  | 46    | 45      | 400                                  | 71    | 30      | 570                                  | 90    | 45      |
| 235                                  | 47    | 30      | 405                                  | 72    | 00      | 575                                  | 91    | 15      |
| 240                                  | 48    | 30      | 410                                  | 72    | 45      | 580                                  | 91    | 45      |
| 245                                  | 49    | 15      | 415                                  | 73    | 15      | 585                                  | 92    | 15      |
| 250                                  | 50    | 00      | 420                                  | 74    | 00      | 590                                  | 92    | 45      |
| 255                                  | 50    | 45      | 425                                  | 74    | 30      | 595                                  | 93    | 15      |
| 260                                  | 51    | 30      | 430                                  | 75    | 15      | 600                                  | 93    | 45      |
| 265                                  | 52    | 15      | 435                                  | 75    | 45      | 605                                  | 94    | 15      |
| 270                                  | 53    | 15      | 440                                  | 76    | 30      | 610                                  | 94    | 45      |
| 275                                  | 54    | 00      | 445                                  | 77    | 00      | 615                                  | 95    | 15      |
| 280                                  | 54    | 45      | 450                                  | 77    | 30      | 620                                  | 95    | 45      |
| 285                                  | 55    | 30      | 455                                  | 78    | 15      | 625                                  | 96    | 15      |
| 290                                  | 56    | 15      | 460                                  | 78    | 45      | 630                                  | 96    | 45      |
| 295                                  | 57    | 00      | 465                                  | 79    | 15      | 635                                  | 97    | 00      |
| 300                                  | 57    | 45      | 470                                  | 80    | 00      | 640                                  | 97    | 30      |
| 305                                  | 58    | 30      | 475                                  | 80    | 30      | 645                                  | 98    | 00      |
| 310                                  | 59    | 15      | 480                                  | 81    | 00      | 650                                  | 98    | 30      |
| 315                                  | 60    | 00      | 485                                  | 81    | 45      | 655                                  | 99    | 00      |
| 320                                  | 60    | 30      | 490                                  | 82    | 15      | 660                                  | 99    | 30      |
| 325                                  | 61    | 15      | 495                                  | 82    | 45      | 665                                  | 99    | 45      |
| 330                                  | 62    | 00      | 500                                  | 83    | 15      | 670                                  | 100   | 15      |

Table of times (Continued.)

| Kilometres run<br>1100 yards per km. | TIME  |         | Kilometres run<br>1100 yards per km. | TIME  |         | Kilometres run<br>1100 yards per km.          | TIME  |         |
|--------------------------------------|-------|---------|--------------------------------------|-------|---------|---|---|---------|
|                                      | Hours | Minutes |                                      | Hours | Minut s |   | Hours   | Minutes |
| 675                                  | 100   | 45      | 830                                  | 113   | 30      | 1110  | 131   | 30      |
| 680                                  | 101   | 15      | 840                                  | 114   | 15      | 1120  | 132   | 00      |
| 685                                  | 101   | 45      | 850                                  | 114   | 45      | 1130  | 132   | 45      |
| 690                                  | 102   | 00      | 860                                  | 115   | 30      | 1140  | 133   | 15      |
| 695                                  | 102   | 30      | 870                                  | 115   | 15      | 1150  | 133   | 45      |
| 700                                  | 103   | 00      | 880                                  | 117   | 00      | 1160  | 134   | 15      |
| 705                                  | 103   | 15      | 890                                  | 117   | 45      | 1170  | 134   | 45      |
| 710                                  | 103   | 45      | 900                                  | 118   | 30      | 1180  | 135   | 15      |
| 715                                  | 104   | 15      | 910                                  | 119   | 00      | 1190  | 135   | 45      |
| 720                                  | 104   | 30      | 920                                  | 119   | 45      | 1200  | 136   | 15      |
| 725                                  | 105   | 00      | 930                                  | 120   | 30      | 1220  | 137   | 30      |
| 730                                  | 105   | 30      | 940                                  | 121   | 15      | 1240  | 138   | 30      |
| 735                                  | 106   | 00      | 950                                  | 121   | 45      | 1260  | 139   | 30      |
| 740                                  | 106   | 30      | 960                                  | 122   | 30      | 1280  | 140   | 15      |
| 745                                  | 106   | 45      | 970                                  | 123   | 00      | 1300  | 141   | 15      |
| 750                                  | 107   | 15      | 980                                  | 123   | 45      | 1320  | 142   | 15      |
| 755                                  | 107   | 30      | 990                                  | 124   | 15      | 1340  | 143   | 15      |
| 760                                  | 108   | 00      | 1000                                 | 125   | 00      | 1360  | 144   | 00      |
| 765                                  | 108   | 15      | 1010                                 | 125   | 30      | 1380  | 145   | 00      |
| 770                                  | 108   | 45      | 1020                                 | 126   | 15      | 1400  | 146   | 00      |
| 775                                  | 109   | 15      | 1030                                 | 126   | 45      | 1420  | 146   | 45      |
| 780                                  | 109   | 30      | 1040                                 | 127   | 30      | 1440  | 147   | 30      |
| 785                                  | 110   | 00      | 1050                                 | 128   | 00      | 1460  | 148   | 15      |
| 790                                  | 110   | 15      | 1060                                 | 128   | 45      | 1480  | 149   | 15      |
| 795                                  | 110   | 45      | 1070                                 | 129   | 15      | 1500  | 150   | 00      |
| 800                                  | 111   | 00      | 1080                                 | 129   | 45      | Beyond<br>1500 Km.<br>or say<br>937½<br>miles | at the rate<br>of 10 Km.<br>or 11,000<br>yards per<br>hour. |         |
| 810                                  | 112   | 00      | 1090                                 | 130   | 30      |   |   |         |
| 820                                  | 112   | 45      | 1100                                 | 131   | 00      |   |   |         |

The running time comprehended between two consecutive calculations in the above table will be taken from the higher of the two.

To the above table must be added 24 hours for each junction, which the cargo crosses, provided that the lines of other Companies come in combination; another 24 hours, when transshipment is made, owing to difference in gauge and 48 hours more for delivery.

Extension of time  
for delivery.

Art. 222nd A. When the transport of goods has to be effected by two or more separate Companies, the table set forth in the preceding article will be used, considering the separate lines as only one, and the total time employed will be divided between the separate lines, in proportion to the distance traversed by each, the responsibility corresponding to each Company being regulated by Article 232.

Manner of using  
the table for separate lines in conjunction.

Art. 223rd. The time for the transport of cargo will commence to count from twelve o'clock at night of the date of receipt of the goods.

Commencement of  
hours of transport.

Art. 224th. In ordinary cases, the time, obligatory for transport, will be reckoned from the date of the way-bill, and in cases of special arrangement, the time agreed upon will be duly noted on said document.

Special arrangement between separate Companies.

Art. 225th. In the event of more time being employed than that established in articles 222 and 222 A, the carrying Company, will lose a part of the cost of transport, in proportion to the duration of the delay, and the entire amount of the freight, should the delay continue for double the time stipulated for its completion, besides being obliged to make good the greater

Penalties to carrier  
in cases of delay.

Extension of delay.

loss, which can be proved to have been caused thereby.

The carrying Company shall not be responsible, if it can be proved that the delay has been occasioned by unforeseen circumstances or *force majeure* or by the fault of consignor or consignee.

Penalty clause in  
transport contract.

Art. 226th. If a penalty clause has been added to the contract of transport, respecting failure of compliance or delay in delivery, the carrying out of the transport and the penalty can be immediately demanded.

In order to claim the right to the penalty agreed upon, it will not be necessary to declare any damage, and the amount of said penalty may be deducted from the price arranged.

In case it can be proved that the immediate and direct loss sustained, is in excess of the penalty, the remainder can be insisted on.

If the carrying Company be exempt from responsibility, in accordance with the terms of Article 225, no claim for penalty can be made.

Repayment of ex-  
penses.

Art. 227th. If transport should be stopped or exceptionally delayed by unforeseen circumstances or *force majeure*, the carrier must immediately advise the freighter, who has the right to rescind the contract, by repaying to the carrier the expenses caused and returning the way-bill.

Rescission of con-  
tract.

Accidents: propor-  
tion of freight.

Art. 228th. If the accident should happen during the act of transport, the carry-

ing Company shall have a right to the proportional part of the freight corresponding to the distance run.

Art. 229th. When the consignee cannot be found at the address, stated in the waybill, or if he refuses to receive the goods, the carrying Company shall be entitled to claim the judicial deposit at the disposal of the consignor or freighter, without prejudice to the right of arbitration.

Refusal to receive.

Absence of consignee.

Art. 230th. Should it not be possible to find the consignee, or if he be absent from his address, or, being present, should refuse to receive the goods, the carrying Company shall deposit them in such place as may be decided by the Commercial Judge, or, in his absence, the Justice of the Peace, for account of whomsoever it may correspond to receive them.

Ditto.

Art. 231st. The condition of goods shall be examined and certified by one or two arbitrators, appointed by the same Judicial authority.

Condition of goods: arbitration.

Art. 232nd. When the carrier Company does not effect the transport alone, but in combination with another Company, the former will retain towards the freighter its quality of carrier, and will assume, in its turn, that of freighter towards the Company, which has undertaken the transport.

Combination of separate Companies in carriage of goods.

Art. 233rd. Railway Companies or Undertakings must faithfully deliver the goods they receive for transport, within the time and on the spot agreed upon, and take

Responsibility for delivery of goods in good condition.

every care and make use of every practicable means, through persons, who are reliable for the performance of their duties in such cases, so that goods do not deteriorate, doing all they can towards those to whom the goods belong to further the end in view, and will be responsible to the parties interested, in spite of agreement to the contrary, for losses or damage, which may occur by their mismanagement or omission, or that of their representatives, clerks or other employés whatsoever.

Errors in weight or price.

Art. 234th. Any error in price or weight, which may have occurred at the despatching station, may be remedied on arrival of the goods; this right shall be reciprocal between the Companies and the public, and the amount caused by the error must be settled, when the goods are delivered by whom and to whom it may correspond so to do.

Cost of weighing or counting goods.

Art. 235th. The consignee will pay the expenses of weighing and counting articles, in the event that, he having requested rectification, there may turn out a weight equal to or greater than that stated in the way-bill.

Questions as to weight price &c.

Art. 236th. Questions which may arise as to the weight, price, insufficiency of packing or covering of goods and condition of merchandise, must be submitted at once to the decision of the National Inspector. Should no Inspector be present at the station and the consignor refuse to await the decision of the Railway Direc-

tory, the question must be placed at the decision of two arbitrators, appointed at the time, one for each party, with power to appoint a third, in case of disagreement, both parties to share equally arbitration fees.

Art. 237th. The carrying Company is not obliged to verify the delivery of transported goods, until the party, who has to receive them has complied with the obligations, which it is his duty to observe.

Art. 238th. In the event of disagreement, if the consignee should pay the amount he considers just and deposit in due time the difference, the carrier must hand him over the goods conveyed.

Partial payment  
of freight.

Art. 239th. The Companies are under the obligation of advising the consignee of the arrival of the cargo, and for the same purpose must daily expose to public view, in the stations, the list of goods received, stating name of consignee, advising by post, at their address, those to whom cargo has been consigned.

Advice of arrival to  
consignees.

Art. 240th. The time, in which cargo must be taken away, shall date from the moment that it is placed at the disposal of the consignee.

Time for retirement  
of goods.

Art. 241st. The way-bill may be made out, consigned to order or to bearer.

Way-bills consign-  
ment.

The person to whom the way-bill is ceded, the endorser or bearer thereof must submit himself to all the obligations and rights of the freighter.

Duties of consignee  
or bearer or en-  
dorser.



Duties of cargo  
employés.

Art. 242nd. The employés engaged in the conveyance of cargoes, have no right to investigate the propriety of goods appertaining to consignor or consignee.

They shall hand them over without delay or himbrance to the person designated in the way-bill.

Responsibility for  
delays.

If this rule be not observed by them any one of them shall be responsible for all the losses, which may result from the delay.

Observance  
of terms of way-  
bills.

Art. 243rd. The way-bill or corresponding document shall represent the legal right of contract between freighter and carrier, and, according to it's contents shall be decided all questions which may arise with respect to the transport of goods, without admission of further excuse to the contrary, except that of falsehood or involuntary error in the wording.

Lack of way-bill.

Art. 244th. If there be no way-bill, or should such document be disputed for any of the reasons mentioned in the foregoing article; the respective pretensions or claims of each party will be settled by the proofs they can bring forward; but the freighter will have to prove the delivery of the goods to the carrier.

Proof of delivery.

Way-bill gone  
astray.

Art. 245th. Should the way-bill have gone astray, having been made out in a certain name, the goods it represents may be delivered at point of destination, without the presentation of the document itself, the identity of the consignee being proved to the satisfaction of the Company.

If made out to order or bearer delivery

will be made at point of destination with the consent of the freighter.

Art. 246th. Any special stipulation, which does not appear in the way-bill, will in no way affect the person or legitimate holder for whom the goods are destined.

Special stipulations  
in way-bill.

Art. 247th. The only corrections allowed in way-bills will be those of weight, if they are repeated in words and signed by the freighter.

Only corrections  
allowed in way-  
bills.

Art. 248th. If the carrier accept articles for transport without reserve, it will be presumed that there are no apparent faults in them.

Acceptation with-  
out reserve.

Art. 249th. The responsibility of the carrier shall commence from the moment in which he receives the goods, either by him himself or any other person authorised so to do, and said responsibility shall not cease, until delivery of goods is effected.

Responsibility of  
carrier.

Art. 250th. The first carrier shall be responsible for the following ones, who have to complete transport. These latter shall have the right to declare in the duplicate of the way-bill the state in which the articles for transport are found, at the time they are received, it being presumed that, in default of said declaration, they have been received in good condition, and in accordance with the way-bill.

Ditto in respect to  
subsequent carriers

The carriers, who follow the first, shall be included in the same category of rights and obligations as he.

Subsequent car-  
riers.

Art. 251st. In course of transport, if there be no special clause to the contrary,

Freighters liabili-  
ties during trans-  
port.

all damage which may happen to goods, occurring from their own defects, *force majeure* or unsurmountable difficulties shall be for account of the freighter.

Proofs of defects  
in cargo.

Art. 252nd The proof of any of these defects will be incumbent on the carrier or his representatives.

Articles of value.

Art. 253rd. The carrier shall not be responsible for money, jewels, articles of value or credit documents, if, at the time of handing them into carrier's charge, the consignor has failed to declare contents and conformed to the conditions of transport.

Default of declaration of value.

In case of loss or damage the carrier is not obliged to repay more than the declared value.

Diminution or shrinkage in weight or measurement.

Art. 254th. With regard to articles which, from their nature, may be liable to a loss of weight or measurement, the carrier may limit his responsibility to a calculation or agreement of so much per cent, arranged beforehand, which will be arranged for every package, if the entire load be divided into sundry packages.

Art. 255th. There will be no right to the limit of the responsibility, mentioned in the preceding Article, if despatcher or receiver prove that the shrinkage was the result of the nature of the goods or that, from the circumstances of the case, they could not come up to the weight or measurement stated.

Art. 256th. In the shrinkage of weight or measurement, the following table will be recognised in general, as a *marimum*:

**PERCENTAGE OF WASTE ALLOWED.**

| DESIGNATION, OR<br>DESCRIPTION OF GOODS.     | 1 to 150<br>kilometres | 1 to 250<br>kilometres | 1 to 500<br>kilometres | 500 kilometres<br>upwards |
|--|------------------------|------------------------|------------------------|---------------------------|
| Alfalfa (clover) dry                         | 2                      | 3                      | 4                      | 5                         |
| Do. do. green                                | 5                      | 6                      | 8                      | 10                        |
| Beneseed (sesamo)                            | $\frac{1}{2}$          | $\frac{3}{4}$          | 1                      | 1 1/2                     |
| Bran   | $\frac{1}{4}$          | $\frac{1}{4}$          | 1/2                    | 1                         |
| Butter                                       | 2                      | 2                      | 3                      | 4                         |
| Capsicum, all classes<br>in case or bag      | $\frac{1}{4}$          | $\frac{1}{2}$          | 1                      | 1 1/2                     |
| Cereals in bags or sacks                     | $\frac{1}{2}$          | $\frac{1}{2}$          | 1                      | 2                         |
| Cider  | $\frac{1}{2}$          | $\frac{1}{2}$          | 1                      | 2                         |
| Chemical products in<br>liquid (Alcohol &c.) | 1                      | 1 1/2                  | 2                      | 2 1/2                     |
| Ditto ditto, solid or<br>semi-solid          | $\frac{1}{2}$          | 1                      | 1 1/2                  | 2                         |
| Coal or coke, in bulk                        | 1                      | 1 1/2                  | 2                      | 3                         |
| Coffee, ground                               | $\frac{1}{2}$          | $\frac{1}{2}$          | 1/2                    | 1                         |
| Ditto, in nibs                               | $\frac{1}{2}$          | $\frac{1}{2}$          | 1                      | 1 1/2                     |
| Eggs, in bulk                                | 2 1/2                  | 3                      | 4                      | 5                         |
| Essences, in barrels                         | 2                      | 2                      | 2 1/2                  | 3                         |
| Fish, preserved in barrels                   | 1                      | 1                      | 2                      | 3                         |
| Ditto, salted or smoked                      | 1                      | 1                      | 1 1/2                  | 2                         |
| Flour in bags                                | $\frac{1}{2}$          | $\frac{1}{2}$          | 1/2                    | 1                         |
| Fruit, fresh                                 | 2                      | 3                      | 4                      | 5                         |
| Do., preserved in bags<br>(raisins &c.)      | $\frac{1}{4}$          | $\frac{3}{4}$          | 1                      | 1 1/4                     |
| Grain, in sacks or bags                      | 1                      | 1 1/2                  | 2                      | 3                         |
| Grease                                       | $\frac{1}{2}$          | $\frac{3}{4}$          | 1                      | 1 1/2                     |
| Gums in barrels, dry                         | $\frac{1}{2}$          | 1                      | 1 1/2                  | 2                         |
| Ditto ditto, liquid                          | 1 1/2                  | 2                      | 2 1/2                  | 3                         |
| Hemp in rough or bulk                        | 1 1/2                  | 2                      | 2 1/2                  | 3                         |
| Hides, dressed and ja-<br>panned             | $\frac{1}{2}$          | $\frac{1}{2}$          | $\frac{3}{4}$          | 1                         |
| Ditto, fresh or salted                       | 2                      | 3                      | 3                      | 4                         |
| Honey in barrels                             | $\frac{1}{2}$          | 1 1/2                  | 1                      | 1 1/2                     |
| Horse-hair                                   | 2                      | 2 1/4                  | 2 3/4                  | 3 1/2                     |

PERCENTAGE OF WASTE ALLOWED.

| DESIGNATION, OR<br>DESCRIPTION OF GOODS.    | 1 to 150<br>kilometres | 1 to 250<br>kilometres | 1 to 500<br>kilometres | 500<br>kilometres<br>upwards |
|---|------------------------|------------------------|------------------------|------------------------------|
| Madder, in branch form                      | 2                      | 3                      | 4                      | 5                            |
| Do., in powder in bags                      | 1                      | 1 1/2                  | 2                      | 3                            |
| Minerals, in bulk                           | 1                      | 2                      | 3                      | 4                            |
| Malasses, in barrels                        | 1/2                    | 1/2                    | 1                      | 1 1/2                        |
| Oil, in barrels                             | 1/2                    | 1 1/2                  | 2                      | 3                            |
| Pastes, nutritious                          | 1/4                    | 1/4                    | 1/2                    | 1                            |
| Pepper, ground in case or bag               | 1/4                    | 1/2                    | 1                      | 1 1/2                        |
| Petroleum, in barrels                       | 1                      | 1 1/2                  | 2                      | 2 1/2                        |
| Potatoes, in sacks                          | 1                      | 2                      | 3                      | 4                            |
| Ditto, in bulk                              | 2                      | 3                      | 4                      | 5                            |
| Resins, solid, in barrels                   | 1/2                    | 1                      | 1 1/2                  | 2                            |
| Do. do., in bags                            | 1                      | 1 1/2                  | 2                      | 2 1/2                        |
| Roots, medicinal or for<br>dyeing, in bales | 2                      | 2                      | 3                      | 4                            |
| Salt, common, in sacks                      | 1/2                    | 1/2                    | 1                      | 1 1/2                        |
| Seeds, in bags                              | 1/2                    | 1                      | 1 1/2                  | 2                            |
| Soap, common                                | 1/2                    | 3/4                    | 1                      | 1 1/2                        |
| Ditto, in cases                             | 1/4                    | 1/2                    | 3/4                    | 1                            |
| Spirits in general,<br>rough in casks       | 2                      | 3                      | 4                      | 5                            |
| Spirits of wine (aguardiente)               | 1/2                    | 1 1/2                  | 2                      | 3                            |
| Sugar                                       | 1/2                    | 3/4                    | 1                      | 1 1/4                        |
| Sugar cane                                  | 1                      | 1 1/2                  | 2                      | 3                            |
| Tallow                                      | 1/2                    | 3/4                    | 1                      | 1 1/2                        |
| Tobacco                                     | 1 1/2                  | 2                      | 2 1/2                  | 3                            |
| Vegetables, dried                           | 1                      | 1                      | 1 1/2                  | 2                            |
| Ditto, fresh                                | 2                      | 3                      | 4                      | 5                            |
| Vegetable mash, in bags                     | 1/2                    | 1                      | 1 1/2                  | 2                            |
| Vermicelli, macaroni &c.                    | 1/4                    | 1/4                    | 1/2                    | 1                            |
| Wine  | 1/2                    | 1/2                    | 1                      | 2                            |
| Wood, for dyeing (bark)                     | 1/2                    | 1                      | 1 1/2                  | 2                            |
| Do. do., ground, in bags                    | 1/2                    | 1                      | 1 1/2                  | 2                            |
| Wool, in bags or wrappers                   | 2                      | 2 1/4                  | 2 3/4                  | 2 1/2                        |
| Yerba, (Paraguayan tea) bags                | 1/2                    | 1/2                    | 1                      | 1                            |
| Ditto, ditto, in barrels                    | 1/4                    | 1/2                    | 3/4                    | 1                            |
| Ditto, ditto, in hide                       | 1/4                    | 1/4                    | 1/2                    | 1/2                          |

Nevertheless, the foregoing proportions do not stand as a rule in those cases, in which it can be proved that a greater shrinkage is a natural result, owing to the special condition of the goods.

Exceptions to the rule.

Art. 257th. Companies cannot be made responsible for the results of errors, caused by incorrect statement of address. When, in said address, there appear sundry towns, the ultimate destination must be clearly shown and underlined.

Incorrect adress of goods.

Art. 258th. If the Company does not intervene directly or indirectly in the loading of goods on waggons, or if the loading is effected on a private siding, said Company shall not be responsible for deterioration or loss, which may occur in transport.

Loading on private sidings.

In such cases a note shall be made in the observations of the way-bill to the following effect: «Loaded by the interested party, without responsibility for the Company».

Art. 259th. Every time that the loading be supervirsed by any person duly authorized by the consignee and provided with a free passage to that effect, the Company shall not be responsible for damage which may happen to the cargo, if such damage could have been avoided by the said care-taker.

Private care-takers

Art. 260th. Apart from the instances foreseen in these regulations, the carrier shall be obliged to deliver the goods, which

Delivery of goods in similar conditions.

have been loaded, in the same state in which they were received according to way-bill, it being presumed that, in the absence of remark on said document, they have been received in good condition and without apparent faults in their packing.

Indemnity for damage or loss.

Art. 261st. Although damage or loss might be the result of *force majeure*, or of fault in the goods loaded, the carrier will be liable for the indemnity, if it can be proved that said damage or loss came from his negligence or fault, or was caused by his failure to take proper means or precautions, made use of, under such circumstances, by diligent persons.

Destructible articles or animals in transport.

Art. 262nd. In treating of the transport of articles of exceptional class, of breakable things or those which easily deteriorate, of animals or even of carriage effected in a special manner, the Railway Administrations may argue that the losses or damages may have been caused by the faulty nature of the articles themselves, or by the fault of consignor or consignee, if the fault of said Administration be not proved.

Transport of fragile or destructible goods.

Art. 263rd. Carrying Companies are not responsible for damage or breakage to furniture, plants, fruit, vegetables, butter, milk, animals, alive or dead, fresh meat, birds fish, cheese, glass or crockery, nor any other breakable article, or articles, which, owing to it's peculiar nature, cannot be preserved beyond a limited time, unless the owner can prove that the evil has

been caused by negligence or lack of care on the part of the Company.

Art. 264th. The indemnity which the carrier must pay, in case of loss or stray, shall be decided upon by arbitrators, according to the value of the articles at the time and place of consignment to carrier's care, as also in accordance with the designation or description represented in the way-bill; in no case shall the freighter be allowed to pretend, that, amongst the goods he has consigned, according to way-bill, there were articles of higher value or money.

Indemnity by arbitrators.

Adhesion to terms of way-bill.

Art. 265th. In cases, where the result of the depreciation or loss is simply the diminution in value of the goods, the carrier's obligation will be reduced to that of paying the amount of the depreciation, by judgment of the arbitrators, as laid down in terms of the preceding Article.

Natural deterioration in value or quantity.

Art. 266th. If, on account of damage received the goods should be useless for sale or consumption, as the case may be, the consignee is not obliged to receive them, and may leave them for account of the carrier, demanding their value at the current price of the day at the spot where they were loaded.

Damaged goods.

Refusal to receive.

If amongst the damaged goods or articles, certain pieces should be found in good condition and without any defect, the preceding rule will hold good as regards the damaged portion, and the consignee shall receive those portions which have escaped

Portion damaged and portion sound.



damage, if the division can be made in distinct and separate pieces, without dividing one article into different parts nor destroying a combination representing a *set*.

**Repairs to packing.** Art. 267th. Repairs or renovation of packing shall be considered as for account of the consignee, provided that the carrier-Company can prove that such repairs have been made with the object of preserving the goods, which otherwise would have been lost or damaged.

**Receipt of packages in imperfect condition.** Art. 268th. The carrying-Companies may refuse to receive any packages, which are not in a fit state to be safely transported. Nevertheless, if the freighter insists on their reception, the carrier shall be obliged to receive and convey them, but shall be exempt from all responsibility, if a note to that effect be inserted in the way-bill.

**Non observance of declaration of contents or value.** Art. 269th. In case that any case or bale of goods should go astray, the contents of which are unknown and the value thereof undeclared, the Company shall only be liable to pay, as the sole indemnity, the sum of 25 dollars national currency.

**Declared value; indemnity.** If the value of the merchandise be known, the indemnity shall be in accordance with the current market prices, and, if the value be declared beforehand, the indemnity shall not exceed the declared value.

**Report of damage or loss to station-master.** Art. 270th. Once goods have arrived at their destination, if, at the time of their delivery, any loss or damage should be discovered, this must be reported at once

to the station-master, to enable him to make the necessary investigations, giving a certificate to that effect to the interested party.

If, 30 days after such claim be made, the lost goods should not appear, the Company shall proceed to pay the amount of the claim.

Art. 271st. Any doubts which may arise between consignee and carrier with regard to the state or condition of goods, at time of delivery at destination, shall be settled by arbitrators, the decision being registered in writing.

Doubts between  
consignee and  
carrier.

Differences of opinion  
as to state  
of goods.

Art. 272nd. The receiver has the right to prove, at his own expense, and at the moment of delivery of merchandise, the condition of the transported goods, although they may show no outward sign of damage. The carrier may, on the other hand, exact from the consignee the opening and revision of the packages, on delivery to the latter, and if this latter refuses or omits to concede said demand the carrier shall, from this sole fact, be exempt from all responsibility which is not caused by fraud or infidelity.

Rights to demand  
examination of  
goods.

Art. 273rd. The verifications which consignees may wish to make of goods, which externally show signs of damage, must be made in the deposits, in the presence of the station-master or his representative and before the goods are retired.

Verification of  
consignees.

Art. 274th. The interested parties must present their claims to the Administration,

Claims for damaged  
or lost goods.

said claims being accompanied by the certificate of the station-master as a voucher, and as soon as possible, the original Invoice or legalized copy of same from the firm which sold the goods.

Delivery of goods  
conveyed.

Art. 275th. The carrier is not obliged to hand over the goods conveyed, until the person, who presents himself to receive them has complied with the obligations incumbent on him. In case of disagreement, if the consignee or receiver pays the amount which he considers just and deposits in due time the difference, the carrier must deliver to him the transported goods.

Prohibition to defer  
payment of freight.

Art. 276th. Consignees cannot defer payment of the portion of the goods they receive, beyond the term of *twenty-four hours* after their delivery. In case of further delay, if there be no claim for loss or damage, the carrier may demand the judicial sale of the conveyed goods, until a sufficient amount be realized to cover the freight and expenses appertaining thereto.

Finding of lost ar-  
ticles.

Art. 277th. If the lost article be afterwards found, notice must be given to the party or person interested, provided that his or their address be known, and although he may have already received indemnity, the owner having the right to exact the return of the packages, within four weeks of their delivery and against return of the indemnity recovered. Said goods or packages must be sent, free of freight to desti-

nation or starting point, according to way-bill, presented by the claimant.

Art. 278th. Articles loaded in the form of packages or bales will be conveyed in quantities not less than 100 kilogrammes (212 lbs.); the smaller fractions will be considered as an integral quantity, with the exception of the regular price per waggon.

Weights of packages or bales.

The weight exceeding 100 kilogrammes will be divided into fractions of 10 kilogrammes each.

Art. 279th. Companies or Undertakings shall be subject to the regulations, established for national and provincial lines, according to the circumstances of the case in question, as regards the presentation of way-bills for the retirement of live-stock or produce.

Regulation respecting retirement of live stock or produce.

Art. 280th. The loading and discharging of goods in separate packages, which weigh more than 700 kilogrammes each (lbs. 1285) and of articles of exceptionally large dimension or weight, as also the loading of entire waggons will be effected by the Companies for account of the interested parties, provided that there are means at hand so to do, leaving at the option of the interested party the mode of operation.

Loading and discharge of heavy goods.

Art. 281st. The loading and discharge of animals and vehicles shall be for account and risk of the interested parties, unless a special arrangement to the contrary be made.

Animals and vehicles.

- Discharge of goods in cases of necessity.** Art. 282nd. Provided that the requirements of the service demand it, Companies may discharge goods, immediately on arrival at destination, into the deposits or lands adjoining the stations.
- Loading of merchandise.** Art. 283rd. It shall be the duty of the freighters or consignors to place the goods, which they wish to be conveyed in the waggon-doors or deposits of the Company, where they shall be received by the representatives of the carriers.
- Twenty-four hours for loading.** Art. 284th. Twenty-four hours shall be conceded to the freighters for loading their goods in the waggons of the Company: this time exceeded, they shall pay the tariff, which the Company is authorized to collect.
- Forty-eight hours for discharge.** Art. 285th. When, owing to circumstances, the consignee has been unable to effect the discharge of the waggons in the deposits or yards of the station of destination, demurrage of the waggon shall be collected 48 hours after the goods have been placed at the disposal of the interested party.
- Bitto.** Art. 286th. If the interested party does not present himself to receive his goods within 48 hours after they have been discharged or placed at his disposal, he will have to pay storage for every working day, according to the authorized tariff.
- Payment of storage.**
- Damage to waggons loading or discharging.** Art. 287th. The consignors or consignees shall be responsible for any damages which may happen to the waggons, during the time of loading or discharge.

Art. 288th. Every station-master must keep a register, in which are noted all the demands for waggons, made in turn in the same order as they are made or applied for, and under no circumstances shall freighters be allowed to transfer to another party waggons, which have been demanded by line.

Register of station-  
masters.

Notwithstanding the object of this rule, preference will always be given to cargoes described in Article 220.

Art. 288 A.th The Railway employes are strictly forbidden to demand waggons for themselves or for intermediate persons working in conjunction with them, so that goods may be conveyed for their account.

Prohibition to em-  
ployes to ask for  
waggons.

Art. 289th. In the book above mentioned, the date and number of the order must be registered as also the class of waggon asked for, the amount, class and description of goods or produce to be conveyed, the destination thereof, the name and signature of the freighter and the date, when the loading was effected, the Company being allowed to exact as guarantee a deposit in accordance with the following scale:

Demand for wag-  
gons.

Deposit as guaran-  
tee for orders for  
waggons.

|                 |   |              |          |    |                    |
|-----------------|---|--------------|----------|----|--------------------|
| Application for | 1 | to 10        | waggons, | 20 | % of total freight |
| "               | " | 11           | " 20     | "  | 25 " " " "         |
| "               | " | 21           | " 40     | "  | 30 " " " "         |
| "               | " | more than 60 | "        | 40 | " " " "            |

Art. 290th. When waggons are placed at the disposal of freighters, it shall be understood that they must be loaded within 24 hours; if this be not done, the Company may collect demurrage at the rate of

Demurrage of wag-  
gons.

8 1.00<sup>m</sup> for every waggon-axle per diem, and transfer same to the name following at the end of the list, and it shall take it's turn according to said alteration.

|   |  |
|---|--|
| Damage caused by different classes of goods in same waggon. | Art. 291st. The freighter of an entire waggon may load it with various classes of goods for one single consignment; the Company shall not be responsible for the damage caused by one portion of the articles to the other.  |
| Excess of weight prohibited.                                | Art. 292nd. The freighter may not load his waggons with a greater weight than the maximum capacity allowed.  |
| Fines for excess of weight.                                 | Art. 293rd. Every excess shall be fined with twice the value of the freight corresponding thereto. If, at the same time, the declaration of weight should have been altered in the way-bill, this fine shall be increased to four times said value, and without prejudice to the responsibilities which may be caused thereby.   |
| Alterations in way-bill.                                    |  |
| Contract for entire vehicle.                                | Art. 294th. Once a vehicle has been contracted for to go empty to a certain point, with the exclusive object of receiving goods there for conveyance to another point, the carrier shall have the right to demand the freight agreed upon, although the operations may not have been realized, if the following facts can be clearly proved:<br>1st. That the freighter or his representative has not delivered the goods offered.<br>2nd. That, in spite of his endeavours, he has not obtained other cargo for point of departure. |

Art. 295th. Having conveyed cargo on a return journey, the carrier can only collect from the original freighter the amount wanting to cover the freight agreed upon with him.

Cargo on return  
journey.

Art. 296th. If the interested party, does not present himself to sign the way-bill, the cargo will not be discharged and will, after 24 hours have passed, pay storage according to tariff.

Delay in signing  
way-bill.

Art. 297th. In cases in which a consignee has not retired all the cargo on the same day, the corresponding storage will be collected, in accordance with the dates of despatch and the amounts taken away each day.

Retiry of portion  
of cargo.

Art. 298th. Articles, which do not suffer from effects of weather, can be deposited in the yards of the Company, under it's vigilance, subject to payment of one half the tariff of storage, the same as other goods.

Storags in yards.

Art. 299th. Provided that a package contains merchandise of different classes, comprehended in the tariff with different prices, this will serve as a base for collection of price of freight, which will be that corresponding to the highest one.

Mixed goods in  
same package.

Art. 300th. In the event that for any reason whatever, it should be necessary to effect a transfer in the junction of two different Companies of a load, rated as a whole waggon, and that the capacity of the waggons were not the same, the transfer

Transfer of goods  
in junctions.



shall be made according to the tariff, which turns out must economical for the consignee.

**Mixed goods in complete waggons.** Art. 301st. The freighter of a complete waggon may load it with goods of various classes, taking as a base the highest class, provided that said price does not turn out in excess of the total corresponding to the ordinary tariffs of each article.

**False declaration.** Art. 302nd. Any one making a false declaration in remitting goods with the object of paying a lesser freight than that assigned in the tariff, shall pay to the Company double the freight appertaining to the goods.

**Minimum freight.** If the freight of an article does not reach \$ 0.50 m., the Company may collect this sum as minimum.

**Larger waggon for Company's convenience.** Art. 303rd. When for the personal convenience of any Company or for want of waggons of the type existent on the line, a waggon shall be occupied of larger size than that necessary for the load, the Company may only collect the price, corresponding to the class of waggon, which should be used.

**Conjoint freight.** Art. 304th. All articles of the same class, specified in the same way-bill, shall be considered conjointly with regard to freight as one whole lot.

**Judicial embargo of goods.** Art. 305th. In case of judicial embargo on any cargo, while in the hands of the Company, the Company shall continue with it's obligations as depositor of the goods

and may charge storage, according to the tariff in force.

Art. 306th. Goods or articles, which have been left behind and residues, shall be held in deposit by the Company, and shall be noted in a special register, in which their principal signs or marks, and the day and place in which they were found or deposited.

Art. 307th. In case of these goods, the sale shall be effected in the same form as stipulated in Article 168.

Sale of goods.

Exception must be made to articles in litigation, which shall remain in the deposits at the disposal of the corresponding judge, and those belonging to the Company, for having paid their price, in cases of loss or stray.

Articles  
in litigation.

Art. 308th. If the objects should be easily destructible, they shall be immediately sold, with the previous authorization of the National Inspector, or by giving due notice beforehand.

Destructible goods.

Art. 309th. Owners of goods, who, after delivering them to the Company for conveyance, do not wish to send them, can retire them on payment of labour entailed, at the rate of \$ 0.50  $\frac{m}{n}$  per ton, besides the storage appertaining thereto, not less than one day being reckoned.

Goods retired after  
delivery to Companies.

If the goods have been already loaded in waggons, they will pay \$ 1.00  $\frac{m}{n}$  more per ton, and if they have already arrived at an intermediate station, they will pay

the freight corresponding to the distance already run.

**National Govern-  
ment cargo.**

Art. 310th. All cargo transported by order of the National Government must be presented at the station, where it has to be received, accompanied by a special order, signed by a person duly authorized by the Department to which he belongs.

**Articles excluded  
from general trans-  
port.**

Art. 311st. From general transport shall be excluded:

- 1st. All goods, which from their size, weight, form or other qualities, cannot be conveyed by Railway.
- 2nd. Those objects which by law can only be carried by post.
- 3rd. Every explosive or inflammable material, with the exception of those indicated in the seventh chapter.

## CHAPTER VII.

### DANGEROUS GOODS OR CARGO.

**Dangerous goods or  
cargo.**

Art. 312nd. Under certain conditions, the following articles may be accepted for transport:

**Articles allowed  
conditionally.**

Gun - powder and analogous materials, cartridges, fire-works, rockets, Bengal lights and such like, fuses for mines, dynamite cartridges, nitro-celluloid and gun-cotton.

The Companies shall be allowed to arrange one day a week for the transport of such goods.

Art. 313rd. The packages in general must be made in strong wooden cases, which close perfectly, so that the contents cannot escape and they must not be strengthened by iron bands. The packings for powder may be made of metal, with the exclusion of iron, and screws, nails or other iron accessories must not be attached thereto.

Packages for dangerous goods.

Art. 314th. Dynamite cartridges must be tied in packets and must not be provided with fulminates.

Dynamite cartridges.

Art. 315th. Gun-cotton and other nitro-celluloids must be wetted with 20 % of water at least, and must be well packed in strong coverings so that no friction may occur to the contents.

Gun-cotton.  
Nitro-celluloids.

Art. 316th. The packages containing explosive materials must state the name of the contents in clear letters and be marked « Danger » (peligro).

Marking  
of packages.

Art. 317th. The gross weight of packages of powder, gun-cotton, cartridges and fireworks must not exceed 90 kilos (198 lbs.) and the gross weight of packages with dynamite and gun-cotton cartridges must not exceed 35 kilos (77 lbs.).

Maximum weight  
of packages.

Art. 318th. Dynamite and such like explosive can only be conveyed in the cases and packages of the makers', supplied with a certificate *ad hoc*.

Maker's packings  
for dynamite &c.

Art. 319th. In loading and discharging, the greatest care must be taken to avoid shaking, especially in treating with dynamite and similar productions.

Care against shaking.

|  |  |
|--|--|
| Class of waggon to be employed.              | Art. 320th. In effecting transport there must be employed, preferentially, covered waggons, which have no brakes, and if these latter exist, they must not be utilized.  |
| External "danger" signals.                   | Art. 321st. The doors and windows, if there are any, must be closed. On the exteriors, these waggons must carry a visible signal, showing Danger (peligro). These waggons may not be loaded with more than two thirds of the maximum capacity.   |
| Maximum capacity allowed.                    |  |
| Naked light and smoking.                     | Art. 322nd. In the operation of loading, as well as during the journey, it be prohibited to approach with naked lights and to smoke.   |
| Waggons with explosives in goods trains.     | Art. 323rd. In goods trains, waggons loaded with explosive materials shall be placed, in preference, in the middle of the train, being preceded and followed by three waggons at least, loaded with materials, which are neither explosive nor inflammable. When the dangerous load does not reach 15 kilogrammes (33 lbs.) this precaution will not be necessary. |
| Lengthened stoppages at stations.            | Art. 324th. In lengthened stoppages in the stations, the waggons with explosive articles must be placed in the most retired sidings. If the stoppage has to exceed an hour, the station-master must advise the police, in order that such measures may be taken, as may be considered for public interest.   |
| Dangerous cargoes passing to separate lines. | Art. 325th. When the cargo passes from one line to another, the respective Administrations must advise beforehand and take   |

the means necessary for it's speedy despatch.

Art. 326th. If during transport any irregularity in the waggons or in the cargo should be discovered, they shall be parted out or transferred. With the exception of such instances, the transfer of explosive materials from one waggon to another is prohibited.

Transfer of explosives to other waggons.

Art. 327th. The station-master at the station whence the train starts, shall advise by telegraph to station-master at destination the address of the consignee of the cargo, so that he may duly advise the latter of the exact hour at which the train conveying the goods will arrive.

Telegraph advice from starting-point

Art. 328th. The interested party must be ready in the station of destination to take out the goods from the vehicles, which convey them, immediately after arrival.

Immediate receipt of goods.

Art. 329th. If two days pass after the arrival of the cargo without it's being reclaimed and taken away, the Company shall place it at the disposal of the police of the district, and, in the mean time the cargo must be placed under special care.

Demurrage in receiving explosives

Art. 330th. Fog-signals and cartridges for railway-signals must be conveyed in strong boxes, well covered by chalk or sawdust, so that they are isolated one from the other and from the walls. The size of the boxes shall not exceed seventy cubic decimetres each. The freighter shall despatch with them a certificate, showing that

Fog-signals and signal cartridges.

the packing has been effected in due form and according to these regulations.

Conveyance of matches. Art. 331st. Matches shall be conveyed in cases of iron or wood, the size of which shall not exceed 1200 cubic decimetres.

Conveyance of acids. Art. 332nd. Acids must be conveyed in strong jars well sealed and provided with useful handles.

They must not be conveyed together with other chemical products in the same waggon and their packing and contents must not weigh more than 75 kilogrammes (165 lbs.) each.

Demurrage of acids. Art. 333rd. In case the consignee do not reclaim such class of goods within five days after arrival at station, the Company shall be authorized to sell them.

Petroleum conveyance of. Art. 334th. Petroleum in rough or refined, with a specific weight of at least 0.780 14° R. or the vapours of which do not ignite at less than 21° C., may be conveyed, when this is not done in waggon specially constructed for the purpose, in strong well closed barrels, in vehicles of metal and of glass: with regard to this last class of packing, due respect must be observed to what is expressed in the following Articles.

Conveyance of jars. Art. 335th. The sending of several jars together will be allowed, if the jars are packed in a case, well protected with straw, saw-dust, seed-husks or sand.

Loose jars. Art. 336th. Loose jars must be well pro-

tected in baskets or strong cases, with straw or rushes, which have been wetted beforehand in lime or chalk water.

Art. 337th. The gross weight of every package shall not exceed 60 kilogrammes (132 lbs.) and the way-bill shall state that the petroleum is of the quality expressed above.

Gross weight.

Quality  
of petroleum.

Art. 338th. In loading and discharging boxes and baskets cannot be carried on barrows or on the shoulders; they can only be carried by the handles.

Carriage in loading  
and discharging.

Art. 339th. They shall be loaded on the waggon on a bed of sand, in only one row, and shall be tied one to the other.

Manner of loading.

Art. 340th. Every package must bear the inscription stating the class of goods, and must be marked with the word «Danger» (peligro).

Danger mark.

## CHAPTER VIII.

### TRANSPORT OF LIVE-STOCK.

Art. 341st. Within six months from the promulgation of this decree, the Companies must have in all stations, which the transport of live-stock renders necessary, loading stages for live animals, made according to plans, approved by the National Railway Directory. These installations must be constructed in lands, which are not

Loading stages.



liable to inundation, the Companies being obliged to keep the floor or ground of the yards, the enclosures the entrances, and the paths or roads leading thereto in the property of the Railway in good condition. It will not be allowed to discharge live-stock in stations, which have no loading-stages, except by written request of the consignor at his own expense and risk. The loading stages of the stations shall be composed at least of one yard, enclosure and entrance.

**Watering troughs.** Art. 342nd. All the loading-stages for animals shall be provided with watering troughs in the necessary quantity and position, and must be always perfectly dry, until the moment in which the animals are about to be enclosed and for which water may be requested by the consignor or his representative. The water must be perfectly drinkable, and fresh, the Companies being authorized to collect the tariff, which may be arranged with the Railway Directory on the approval of the plans.

**Supply of water.** The yards, enclosures and entrances of the loading-stages for animals must be white-washed with live lime at least once in every two months.

**Special cattle waggons.** Art. 343th. The conveyance of live animals shall be effected in specially constructed waggons. The rolling-stock for transport of same must be subject to the following rules:

- 1st. The waggons must have a flooring which avoids slipping forwards

or sideways of the animals, giving easy exit for refuse.

2nd. The internal linings shall be so made that the planking forms one single vertical plane, without hooks, nuts or other protruding articles, which might cause damage to the animals, and the faces of the waggon shall be provided with two buffers with springs.

Internal arrangement of waggons.

3rd. The coupling of waggons for animals must be made with screwed attachments, provided with their respective traction springs, or with other future inventions which may supercede them to advantage: but in no case shall the coupling or screw be replaced by another class, without previous authorization of the Railway Directory.

Couplings.

4th. The floorings and interior walls of cattle waggons must be constructed in such a way that, while being well fastened at the ends of the openings, necessary for loading, there shall be no continuous break of more than five centimetres ( $2\frac{1}{2}$ ) the Companies being absolutely forbidden to use loose joining planks or other accessories, which are not perfectly secured.

Floorings and interiors of cattle-waggons.

5th. On the lines, which, owing to their great length, may incur a journey of more than 30 hours, the

30 hours journey.

Companies must supply installations, made for the discharge of animals, in which said animals can rest, eat and drink, these operations being for account and risk, of the interested parties.

6th. The carts which are constructed for the future for live-stock traffic must be made in accordance with the regulations stated in this Article, and must be fitted on bogies or other equivalent system, which must be accepted by the Railway Directory.

Cattle trains.

Fixed table or  
time-table.

Art. 344th. The Companies shall be obliged to put on trains with a stated or fixed hour for the conveyance of live animals, when, in the opinion of the Railway Directory, the necessities of traffic shall require it, and these trains shall be arranged in the form of «there and back».

Shunts into sid-  
ings.

Art. 345th. In cases where there is not sufficient traffic to justify the running of time-table trains, the Companies must couple on live-stock waggons ahead of those for merchandise, it being prohibited to «shunt» them, without first putting them into a siding.

Composition of  
cattle train

Art. 346th. Cattle-trains must not be composed of more waggons than the maximum number agreed upon with the Railway Directory, when arranging the traffic of each line; the screw couplings must be perfectly arranged, so that the whole train

forms an united chain of links from the locomotive to the last waggon; their movements or shuntings shall be reduced to the minimum indispensable for the general arrangement of the trains themselves, and the drivers shall take special care to avoid sudden movements or jerks from the engines.

Art. 347th. When the demand for cattle waggons, made by the freighter, exceeds the number corresponding to the maximum allowed for a train, the Companies shall be obliged to form a special train, apart from the regulations, but will be subject to the same rules laid down for the others, with the exception of the matter of time-table, which the Companies may change, provided that, in so doing, they are adjusted to suit the speed allotted to cattle-trains.

Special  
cattle-trains.

Art. 348th. In no case and for no reason, except that of *«force majeure»*, shall the Companies be permitted to keep animals shut up for more than 30 hours in waggons which are not arranged to supply water and food. The delays, which may arise from this cause will be taken into consideration in the times laid down in the following Article.

Detention  
of animals in  
waggons.

Art. 349th. The running of special cattle-trains shall be subject in their entire journeys to what is laid down in the following table :

**Table of time to be employed by special cattle trains**

| Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         |
|-------------------------------------|-------|---------|-------------------------------------|-------|---------|-------------------------------------|-------|---------|
|                                     | Hours | Minutes |                                     | Hours | Minutes |                                     | Hours | Minutes |
| 3                                   | 0     | 15      | 83                                  | 8     | 15      | 195                                 | 16    | 15      |
| 6                                   | 0     | 30      | 86                                  | 8     | 30      | 199                                 | 16    | 30      |
| 8                                   | 0     | 45      | 88                                  | 8     | 45      | 205                                 | 16    | 45      |
| 11                                  | 1     | 00      | 91                                  | 9     | 00      | 211                                 | 17    | 00      |
| 13                                  | 1     | 15      | 93                                  | 9     | 15      | 217                                 | 17    | 15      |
| 16                                  | 1     | 30      | 96                                  | 9     | 30      | 222                                 | 17    | 30      |
| 18                                  | 1     | 45      | 98                                  | 9     | 45      | 230                                 | 17    | 45      |
| 21                                  | 2     | 00      | 101                                 | 0     | 00      | 236                                 | 18    | 00      |
| 23                                  | 2     | 15      | 105                                 | 10    | 15      | 242                                 | 18    | 15      |
| 26                                  | 2     | 30      | 109                                 | 10    | 30      | 248                                 | 18    | 30      |
| 28                                  | 2     | 45      | 113                                 | 10    | 45      | 255                                 | 18    | 45      |
| 31                                  | 3     | 00      | 116                                 | 11    | 00      | 261                                 | 19    | 00      |
| 33                                  | 3     | 15      | 120                                 | 11    | 15      | 267                                 | 19    | 15      |
| 36                                  | 3     | 30      | 123                                 | 11    | 30      | 273                                 | 19    | 30      |
| 38                                  | 3     | 45      | 128                                 | 11    | 45      | 280                                 | 19    | 45      |
| 41                                  | 4     | 00      | 131                                 | 12    | 00      | 286                                 | 20    | 00      |
| 43                                  | 4     | 15      | 135                                 | 12    | 15      | 292                                 | 20    | 15      |
| 46                                  | 4     | 30      | 139                                 | 12    | 30      | 298                                 | 20    | 30      |
| 48                                  | 4     | 45      | 143                                 | 12    | 45      | 305                                 | 20    | 45      |
| 51                                  | 5     | 00      | 146                                 | 13    | 00      | 311                                 | 21    | 00      |
| 53                                  | 5     | 15      | 150                                 | 13    | 15      | 317                                 | 21    | 15      |
| 56                                  | 5     | 30      | 144                                 | 13    | 30      | 323                                 | 21    | 30      |
| 58                                  | 5     | 45      | 158                                 | 13    | 45      | 330                                 | 21    | 45      |
| 61                                  | 6     | 00      | 161                                 | 14    | 00      | 336                                 | 22    | 00      |
| 63                                  | 6     | 15      | 165                                 | 14    | 15      | 342                                 | 22    | 15      |
| 66                                  | 6     | 30      | 169                                 | 14    | 30      | 348                                 | 22    | 30      |
| 68                                  | 6     | 45      | 173                                 | 14    | 45      | 355                                 | 22    | 45      |
| 71                                  | 7     | 00      | 176                                 | 15    | 00      | 361                                 | 23    | 00      |
| 73                                  | 7     | 15      | 180                                 | 15    | 15      | 367                                 | 23    | 15      |
| 76                                  | 7     | 30      | 184                                 | 15    | 30      | 373                                 | 23    | 30      |
| 78                                  | 7     | 45      | 188                                 | 15    | 45      | 380                                 | 23    | 45      |
| 81                                  | 8     | 00      | 191                                 | 16    | 00      | 386                                 | 24    | 00      |

Table of times (Continued.)

| Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         |
|-------------------------------------|-------|---------|-------------------------------------|-------|---------|-------------------------------------|-------|---------|
|                                     | Hours | Minutes |                                     | Hours | Minutes |                                     | Hours | Minutes |
| 392                                 | 24    | 15      | 592                                 | 42    | 15      | 798                                 | 40    | 30      |
| 398                                 | 24    | 30      | 598                                 | 32    | 30      | 805                                 | 40    | 45      |
| 405                                 | 24    | 45      | 605                                 | 32    | 45      | 811                                 | 41    | 00      |
| 411                                 | 25    | 00      | 611                                 | 33    | 00      | 817                                 | 41    | 15      |
| 417                                 | 25    | 15      | 617                                 | 33    | 15      | 823                                 | 31    | 30      |
| 423                                 | 25    | 30      | 623                                 | 33    | 30      | 830                                 | 41    | 45      |
| 430                                 | 25    | 45      | 630                                 | 33    | 45      | 836                                 | 42    | 00      |
| 436                                 | 26    | 00      | 636                                 | 34    | 00      | 842                                 | 42    | 15      |
| 442                                 | 26    | 15      | 642                                 | 34    | 15      | 848                                 | 42    | 30      |
| 448                                 | 26    | 30      | 648                                 | 34    | 30      | 855                                 | 42    | 45      |
| 455                                 | 26    | 45      | 655                                 | 34    | 45      | 861                                 | 43    | 00      |
| 461                                 | 27    | 00      | 661                                 | 35    | 00      | 867                                 | 43    | 15      |
| 467                                 | 27    | 15      | 667                                 | 35    | 15      | 873                                 | 43    | 30      |
| 473                                 | 27    | 30      | 673                                 | 35    | 30      | 880                                 | 43    | 40      |
| 480                                 | 27    | 45      | 680                                 | 35    | 45      | 886                                 | 44    | 00      |
| 486                                 | 28    | 00      | 686                                 | 36    | 00      | 892                                 | 44    | 15      |
| 492                                 | 28    | 15      | 692                                 | 36    | 15      | 898                                 | 44    | 30      |
| 498                                 | 28    | 30      | 698                                 | 36    | 30      | 905                                 | 44    | 45      |
| 505                                 | 28    | 45      | 705                                 | 36    | 45      | 911                                 | 45    | 00      |
| 511                                 | 29    | 00      | 711                                 | 37    | 00      | 917                                 | 45    | 15      |
| 517                                 | 29    | 15      | 717                                 | 37    | 15      | 923                                 | 45    | 30      |
| 523                                 | 29    | 30      | 723                                 | 37    | 30      | 930                                 | 45    | 45      |
| 530                                 | 29    | 45      | 730                                 | 37    | 45      | 936                                 | 46    | 00      |
| 536                                 | 30    | 00      | 736                                 | 38    | 00      | 942                                 | 46    | 15      |
| 542                                 | 30    | 15      | 742                                 | 38    | 15      | 948                                 | 46    | 30      |
| 548                                 | 30    | 30      | 748                                 | 38    | 30      | 955                                 | 46    | 45      |
| 555                                 | 30    | 45      | 755                                 | 38    | 45      | 961                                 | 47    | 00      |
| 561                                 | 31    | 00      | 761                                 | 39    | 00      | 967                                 | 47    | 15      |
| 561                                 | 31    | 15      | 767                                 | 39    | 15      | 973                                 | 47    | 30      |
| 573                                 | 31    | 30      | 776                                 | 39    | 45      | 980                                 | 47    | 45      |
| 580                                 | 31    | 45      | 786                                 | 46    | 00      | 986                                 | 48    | 00      |
| 586                                 | 32    | 00      | 792                                 | 40    | 15      | 992                                 | 48    | 15      |

**Table of times**    Continued.

| Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         | Kilometres run<br>1100 yards p. km. | TIME  |         |
|-------------------------------------|-------|---------|-------------------------------------|-------|---------|-------------------------------------|-------|---------|
|                                     | Hours | Minutes |                                     | Hours | Minutes |                                     | Hours | Minutes |
| 998                                 | 48    | 39      | 1205                                | 56    | 45      | 1411                                | 65    | 00      |
| 1005                                | 48    | 45      | 1211                                | 57    | 00      | 1417                                | 65    | 15      |
| 1011                                | 49    | 00      | 1217                                | 57    | 15      | 1423                                | 65    | 30      |
| 1017                                | 49    | 15      | 1223                                | 57    | 30      | 1430                                | 65    | 45      |
| 1023                                | 49    | 30      | 1230                                | 57    | 45      | 1436                                | 66    | 00      |
| 1030                                | 49    | 45      | 1236                                | 58    | 00      | 1442                                | 66    | 15      |
| 1036                                | 50    | 00      | 1242                                | 58    | 15      | 1448                                | 66    | 30      |
| 1042                                | 50    | 15      | 1248                                | 58    | 30      | 1455                                | 66    | 45      |
| 1048                                | 50    | 30      | 1255                                | 58    | 45      | 1461                                | 67    | 00      |
| 1055                                | 50    | 45      | 1261                                | 59    | 00      | 1467                                | 67    | 15      |
| 1061                                | 51    | 00      | 1267                                | 59    | 15      | 1473                                | 67    | 30      |
| 1067                                | 51    | 15      | 1273                                | 59    | 30      | 1480                                | 67    | 45      |
| 1073                                | 51    | 30      | 1280                                | 59    | 45      | 1486                                | 68    | 00      |
| 1080                                | 51    | 45      | 1286                                | 60    | 00      | 1492                                | 68    | 15      |
| 1086                                | 52    | 00      | 1202                                | 60    | 15      | 1498                                | 68    | 30      |
| 1092                                | 52    | 15      | 1298                                | 60    | 30      | 1505                                | 68    | 45      |
| 1098                                | 52    | 30      | 1305                                | 60    | 45      | 1511                                | 69    | 00      |
| 1105                                | 52    | 55      | 1311                                | 61    | 00      | 1517                                | 69    | 15      |
| 1111                                | 53    | 00      | 1317                                | 61    | 15      | 1523                                | 69    | 30      |
| 1117                                | 53    | 15      | 1323                                | 61    | 30      | 1530                                | 69    | 45      |
| 1123                                | 53    | 30      | 1330                                | 61    | 45      | 1536                                | 70    | 00      |
| 1130                                | 53    | 45      | 1336                                | 62    | 00      | 1542                                | 70    | 15      |
| 1136                                | 54    | 00      | 1342                                | 62    | 15      | 1548                                | 70    | 30      |
| 1142                                | 54    | 15      | 1348                                | 62    | 30      | 1555                                | 70    | 45      |
| 1148                                | 54    | 30      | 1355                                | 62    | 45      | 1561                                | 71    | 00      |
| 1105                                | 54    | 45      | 1361                                | 63    | 00      | 1567                                | 71    | 15      |
| 1161                                | 55    | 00      | 1367                                | 63    | 15      | 1573                                | 71    | 30      |
| 1167                                | 55    | 15      | 1373                                | 63    | 30      | 1580                                | 71    | 45      |
| 1173                                | 55    | 30      | 1380                                | 63    | 45      | 1586                                | 72    | 00      |
| 1180                                | 55    | 45      | 1386                                | 64    | 00      | 1592                                | 72    | 15      |
| 1186                                | 56    | 00      | 1392                                | 64    | 15      | 1598                                | 72    | 30      |
| 1192                                | 56    | 15      | 1398                                | 64    | 30      | 1605                                | 72    | 45      |
| 1198                                | 56    | 30      | 1405                                | 64    | 45      |                                     |       |         |

The time for a run which falls between two consecutive numbers of this table will be that which corresponds to the higher of the two.

Art. 350th. When a special cattle train is running, on the lines of two or more separate companies, the foregoing article shall be followed out, taking the different lines as if they were one and the same, and the total time employed shall be divided proportionately to the distance run on each.

Special cattle  
trains on separate  
lines

If any delay occurs on either of them, the one alone, on whose line said delay takes place, shall be responsible for same and losses that may occur and shall pay the fine appertaining thereto.

Art. 351st. In the time quoted in article 349 must be included the delays which may take place at the entrances to junctions of each Company which may be indispensable for receiving or despatching a train and in no case shall such delays exceed the time of two hours each.

Delays at junctions

Art. 352nd The Railway Directory shall ordain annually to each Company the number of waggons, which must be used in the transport of live stock, in proportion to the traffic requirements.

Number of waggons  
for live-stock

Art. 353d. The Companies must supply the interested parties with printed forms with the counterfoil corresponding thereto, for the demand for waggons, which must be filled in by the latter in each instance.

Orders for waggons

These forms of application must be handed to the station master, who, within twenty four hours, counting from 7 p. m. of the date in which this is effected, shall return these counterfoils showing the day when the waggons shall be ready.



- Forty eight hours  
for loading**      **Art. 354th.** In no case may the companies insist that waggons be loaded, before forty eight hours after said counterfoil has been returned to the interested party or his representative. As regards other conditions, they shall follow the rules, laid down in Articles 288, 89 & 90.
- Application for waggons for export  
cattle**      **Art. 355 th.** Every application for waggons, intended for export animals and consigned to the loading wharves of the docks, in accordance with shipments already contracted for, shall have preference over all other applications.
- False declaration  
of consignment**      **Art. 356th.** Every freighter, who may be discovered by a company, consigning to dock wharves animals, which are not shipped immediately nor really intended for shipment, shall lose in future the preference mentioned in the preceding article, without prejudice to the indemnity for losses occasioned.
- Arrivals of cattle  
trains at docks  
or ports**      **Art. 357th.** The rules laid down in Articles 346, 348, 349, 350 and 351 not only apply to companies or societies, but also to all railway lines, which arrive at docks or ports, up to the very side of the ships or wharves, whether such lines are under the jurisdiction of the Railway Directory, the local Custom Houses, the Board of Revenue, or of special offices. In treating of cattle trains and their time tables, all the employes of the National Administration must procure the consent of the Railway Directory.

Art. 358th. Companies must register animals for transport, in accordance with article 201.

Register for live-  
stock

Art. 359th. It will only be permitted to load animals of different classes in the same waggon, when they can be kept separate in divided compartments.

Different classes  
of animals in same  
waggon

Art. 360th. It shall be prohibited to litter straw or other inflammable matter on the floors of the waggons.

Littering on floors  
of waggons

N. B. This rule has been considerably modified later on by cattle law of 23<sup>rd</sup> October 1880. See continuation of article 368.

Modifications

Ars. 361st. Domestic animals must not be yoked or tied by the legs nor put in sacks or cages. They may go in cages, as long as said cages are sufficiently large and ventilated. Fowlyard birds may be tied by the legs, if the journey to be performed do not exceed 10 hours.

Tying by the legs.

Art. 362nd. Although the transport may be made in waggon and not per head, the station master on duty shall decide, in case of controversy, with regard to the maximum number of animals which can be placed in each vehicle. In calculating said number, it must be remembered that animals must never be crowded together nor against the walls of the waggon, and space enough has to be given to each one to enable them to be conveyed comfortably.

Crowding of ani-  
mals in waggons

Art. 363d. For every four vehicles (or fraction of same) which carry cattle or horses, and for every ten tiers or fraction

Caretakers for  
cattle

of sheep or pigs, a caretaking servant may accompany, but his presence shall not exempt the companies from the responsibilities, accruing from transport of animals even in the case when such servants go passage-free, if it be not proved that loss or damage has been caused by the fault of said care-takers. When wild or intractable animals are loaded on waggons, in which the care-takers cannot travel in the same waggons as the animals, said care-takers shall have a 2<sup>nd</sup> class passage free. The station-master, who despatches the animals, shall state in the way bill the number of the care-takers who are going in the train and under what conditions.

Fines for demur-  
rage

Art. 364th. The consignees, once duly advised by the companies, must take away their animals. If this be not done, they will have to pay the following demurrage:

Horned cattle or horses, each one \$ 2.00 <sup>m</sup><sub>n</sub> for every day or fraction of a day.

days and cost of  
demurrage

Pigs or sheep, each one \$ 0.50 <sup>m</sup><sub>n</sub> for every day or part of a day.

Fowl-yard birds (in pairs) each pair \$ 0.05 for every day or part of a day.

The evils resulting from demurrage shall be entirely at the risk of the consignees, the Companies being irresponsible for any damage that may occur during such period.

Nevertheless, it shall be an obligation and for exclusive account of the companies to provide food and drink to the animals provided it be possible, during days of demurrage, the cost of such care being included in the tariffs already stated, The col-

lection of said tariffs shall be made on every animal, which arrives alive at destination, and the value of the animals shall be liable for said collection.

Art. 365th. Whatever be the agreements for transport it shall be stated in the way-bill what class and number of animals are to be conveyed in each vehicle.

Number of animals  
in each vehicle

Art. 366th. Waggon, which have been used in the conveying of animals, must be carefully cleaned after each journey.

Cleaning of cattle  
waggon

In time of epidemic in live stock, or in case of transport of animals, suspected of being attacked by contagious diseases, the Railway Directory may order disinfection after every journey, the cost thereof being for account of the interested parties.

Fines of epidemic

Art. 367th. Companies shall be obliged to advise the consignees of every despatch of animals effected, on arrival at destination, so that the latter may have time to take the animals away in the stipulated time. To further this end, the consignees shall be obliged to state their addresses in the way-bill, and the advice must be given during working-hours, and also provided that the consignee resides at point of destination.

Advice to consignees

Art. 368th. Railway companies shall see that framed rules, in accordance with this chapter be placed visibly in every station, where there are arrangements for loading live-stock. Such instructions must also be endorsed in printed form at the back of way-bills for animals.

Publication of  
regulations for  
cattle

Modification in law  
for transport  
of live-stock

**NOTE.** On the 22nd May 1899, a decree was issued, the terms of which were so prohibitive in their character, that the live-stock trade became paralyzed, especially as regards animals for export, the result being that after due consideration, a thorough reform of the Live Stock regulations was determined on, and the following rules were agreed upon, amongst the many modifications. I quote simply those rules, which apply to Railways, the other modifications, relating to shipment, carpentry and general arrangements, after animals have been delivered at destination being eliminated as unnecessary. The new rules run as follows, their application, appertaining therefore to the duties, imposed on the Railways, giving, to some extent, more facilities to the service of the companies:

#### TRANSPORT BY RAIL, OF ANIMALS FOR EXPORT

Under no pretext or circumstances whatsoever shall the Railway Companies, transporting animals to ports of shipment, be permitted to keep the animals enclosed in waggons for more than thirty-six hours. This period commences from two hours after the last animal of any flock or herd has been placed on waggon, the hour of the commencement and termination of loading being distinctly stated in the way-bill (carta de porte).

When once the aforesaid thirty-six hours have expired, the Company must discharge the animals into proper and sufficiently large enclosures, in which they must be

watered and allowed to rest for not less than three nor more than four hours. The delays, which may occur in this manner will be calculated from the moment that the animals are unloaded from the waggons until the last one be re-loaded, and no consideration for such time will be comprehended in articles 349, 350 and 351 of the decree of the 10<sup>th</sup> September 1894, which represents part of the Railway law in general.

The railway Companies cannot prohibit the littering on the floors of the waggons of fresh hay, as bedding for the animals.

Irrespective of the legal responsibilities of Transport Companies towards shippers or consignees, the Railway Companies shall pay a fine of \$ 30.—<sup>m/1</sup> and \$ 5 —<sup>m/1</sup> respectively for each waggon, in which is found one or more animals in damaged condition, and of \$ 60.—<sup>m/1</sup> and \$ 10. —<sup>m/1</sup> respectively each waggon in which is found one animal or more dead, be they cattle or sheep.

Fines

The Railway Companies will be exempted from the fines established in the previous article, if it can be proved that the death of or damage to animals has been caused through sickness, or that they are blameable to the shipper for having loaded an excessive number of animals in waggon or waggons, and that the carrying has been effected in accordance with article 343 of the decree of 10<sup>th</sup> September 1894, portion of Railway Law, N° 2873.

The foregoing rules are applicable to every other class of transport of live-stock,

be they by land or water, every vehicle, employed for that purpose being placed in the same category as a railway-waggon.

The fines imposed on Railway Companies, in either of the articles 27 to 32 will be exacted by the Directory-General of Ways and Roads of the Ministry of Public Works, at the request of the Board of Agriculture and Live-Stock.

## CHAPTER IX

### CORPSES

Permit for Transport of corpses

Art. 369th. No corpse shall be transported or carried without the permission of the competent authorities, and, furthermore, there will be exacted from the interested parties a medical certificate, which shall be legally recognised, that death has not been the result of contagious disease, because, if this latter were the cause of death, the carriage could only be effected in accordance with the regulations, insisted on by the sanitary authorities.

Sanitary authorities

Coffins hermetically closed

Art. 370. Transport shall be effected in vehicles, which take no other cargo, and the corpse must be placed in a coffin hermetically closed, and the coffin, in turn, encased in a strong wooden one, all being taken away by the interested parties within 6 hours after arrival at destination.

Removal of corpses

|  |                          |
|--|--------------------------|
| Art. 371st. If by fraud or pretention an attempt be made to have a corpse conveyed, in violation of the rule, laid down in the preceding articles, the culpable parties shall pay the difference which the freight would have cost, and also, as a fine, four times the value of same. | Violation of corpse-rule |
|  | Corpses-Freight and fine |

### SECTION III

#### GENERAL RULES

|  |                                   |
|--|-----------------------------------|
| Art. 372nd. Persons who impede or interfere with railway-employés in the performance of their duties shall be punished with a fine of ten to twenty dollars national currency. | Disturbance of duties of employés |
|--|-----------------------------------|

|   |                      |
|---|----------------------|
| Art. 373d. Every attack or violent resistance to the agents or employés of railways, in the performance of their duties, will be punished with arrest or imprisonment of from fifteen days to three months, or with a fine of from fifty to three hundred national dollars. | Imprisonment or fine |
|---|----------------------|

|   |                           |
|---|---------------------------|
| Art. 374th. Railway employés may detain persons they may find in the trains or outside of them preparing or perpetrating acts, which might hurt or endanger passengers, or making any attempt against the works or belongings of the line, or the working of the trains, and shall hand them over, during the day, to the neighbouring police, presenting to the latter the corresponding charge, describing or explaining the persons who witnessed the act. | Detention of male-factors |
|   | Witnesses                 |



**Intentional destruction or derailing**      **Art. 375th.** Any individual who shall intentionally destroy a barrier at a crossing or take any other means of detaining or obstructing the running of a train, or with the object of derailing it, shall be punished with three months to one year of imprisonment.

**Ditto**      If the object such an individual had in view be accomplished, the punishment shall be one to three years imprisonment.

**Ditto**      If the deed should have caused bruises, wounds or breakage of limbs to anyone, the punishment shall be from three to eight years imprisonment or hard labour.

**Threats and punishment for same**      Should the accident have caused the death of one or more persons, the punishment shall not be less than eight years of imprisonment, the Law courts being empowered to inflict the heaviest penalty.

**Protection for employés**      **Art. 376th** The threat, be it verbal or written, to commit such an act, as described in the preceding articles, when made with the object of causing railway-employés to leave the service, shall be punishable by imprisonment of from one to six months, or with a fine of from fifty to one hundred national dollars.

**Imprudence or negligence of employés**      **Art. 377th.** Any individual, who, through imprudence, negligence or lack of observance of the regulations, should involuntarily cause an accident, which results in the wounding of one or more persons, shall be punished with imprisonment of from one month to one year or by a fine of one

hundred to one thousand national dollars, without such chastisement affecting the recompense for the damage done.

If the accident should cause the death of one or more persons, the penalty shall be imprisonment of from one to five years.

Penalties

If the author of the accident should be an employé of the Company, the Company shall answer for the damages and losses incurred thereby.

Accidents caused  
by employés

Art. 378th. Any person, who intentionally cuts telegraph wires, intended for the service of the railway, pulling down or destroying the telegraph posts, or doing any other act tending to interrupt telegraphic communication, shall be punished by encarceration of from 2 months to one year.

Intentional damage  
to telegraph

If accidents should happen to trains from such an act, the penalty will be from one to three years encarceration.

If, from such accidents, the death or injury of any person should result, the penalty shall be from one to ten years confinement or encarceration with hard labour.

Art. 379th. It shall be prohibited to walk along the line, and in the stations, foot passengers shall be limited to the spaces or passages set aside for them. Those who offend against this rule shall be liable to a fine of \$ 2.00  $\frac{m}{n}$ .

Walking along the  
line

This rule does not apply to public employés in the performance of their duty.

|  |  |
|--|--|
| Responsibility of Companies                  | Art. 380 th. Railway companies are responsible for the acts or omissions, which are contrary to the Railway Law and the present regulations and cannot shirk the responsibility imposed on them by their employés.   |
| Penalty of companies for infringement of Law | Art. 381st. Any infringement of this Law, committed by a company or Administration shall be punishable by a fine of from five hundred to ten thousand national dollars, it being understood that every day, which is allowed to pass, without compliance to this Law, will be considered as an infringement, after the moment that said Undertaking has received advice from the Government Inspectors.  |
|  | Art. 382nd. In case of repetition, the fine stated in the foregoing article will be doubled.   |
| Doubled fine<br>Imposition of fines          | Art. 383d. The Directory of National Railways has the sole right to impose on the companies or Administrations the fines, authorised by the general Railway Law and the present regulations, in order to make them effective by means of judicial compulsion, judges not being allowed to concede appeals, when such occur, except in cases of restitution. The Government will not recognise to Companies or administrations, as expenses connected with development, the amount which has been paid for fines. |
| Sole right of National Railway Directory     |  |

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